



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

Vol. XXVII.

CHICAGO, ILLINOIS, AUGUST 15, 1908.

No. 2. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

H. H. EMMINGA'S ELEVATOR AT GOLDEN, ILL.

An unusually handsome and serviceable elevator, as well as one of the finest in Illinois, is shown in the illustration. It was completed July 15, for H. H. Emminga, at Golden, Ill., and is now taking care of the large amount of grain that is handled at that market of Adams County.

The elevator has an extra heavy concrete foundation, and the main supporting timbers in the basement are of oak, the remainder of the lumber being long-leaf yellow pine. The roof and sides are covered with Sykes Galvanized Steel. The power house which contains a 12-horse power Fairbanks-Morse Gasoline Engine is built of concrete blocks on a concrete foundation, and like the elevator has a galvanized steel roof. The entire plant is modern and up-to-date in every respect, built of the best material obtainable for this class of work. The capacity is about 75,000 bushels.

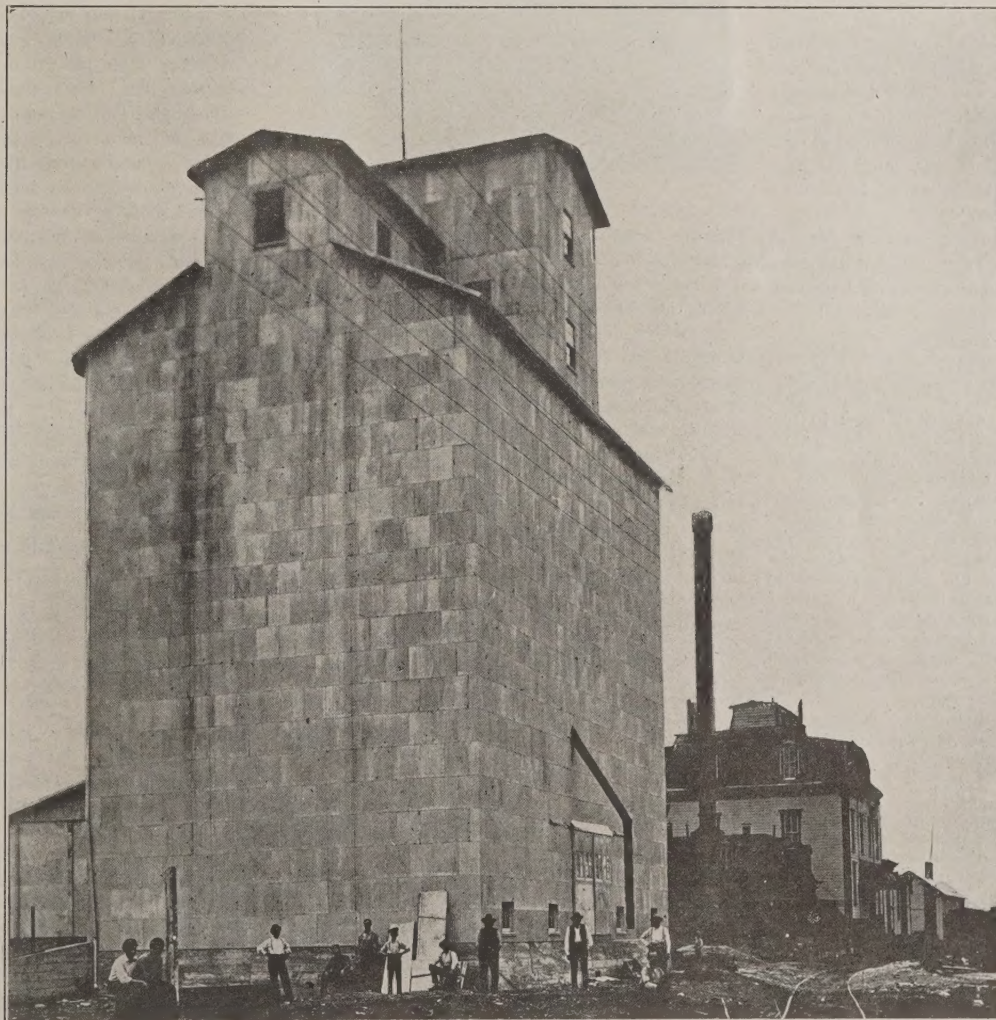
The elevator is equipped with two grain elevating legs, three 12-inch screw conveyors and three Hall Distributors, the purpose of which is to distribute the grain into any of the 19 bins contained in the elevator. All of the spouting at the head

of the elevator or above the bins, is of steel.

For weighing the grain a 4-ton Fairbanks Dump Scale has been installed in the driveway, the beam of which has been placed so as to be seen by the farmer whose grain is being weighed. There is also a 600-bushel hopper scale located just above the working floor. This scale is put

in for shipping purposes. When shipping grain, it is first run into the hopper scale and weighed, then run to one of the elevators, elevated, discharged into one of the distributors and then dropped to the car through an 8-inch spout made of 3-16-inch thick steel.

The elevator was built by the Burrell Engineering & Construction Co. of Chicago, who have received twenty-seven such contracts so far this year. This is more than they received all last year.



H. H. EMMINGA'S ELEVATOR AT GOLDEN, ILLINOIS.
Designed and Erected by the Burrell Engineering and Construction Company.

Dame Nature has more wisdom than her impatient children often recognize or admit. The past fortnight of dry, hot weather in the grain belt has permitted the harvesting and protection of all small grains through the Middle West in the best possible condition. Then Nature starts her sprinkling cart all along the Atlantic coast, over Ohio, Indiana and the South; next into Nebraska, Kansas and Missouri, and to-day over a large part of Iowa and Illinois, wisely timing the arrival of the moisture in sections, as the small grains harvest is completed. And yet, Man—frail Man—frets and fumes, forgetting—"but that's another story."—Pope & Eckhardt Company, August 6.

KANSAS GRAIN COMMISSION.

The Kansas Grain Commission at its meeting on July 25 did not materially change the grading rules for the direction of grain inspectors of that state, the only noticeable change being a "tightening" of the rules defining No. 1 and No. 2 wheat, which were amended by the addition of the following direction:

Wheat (any portion of which) has been subject to "scouring" or to some process equivalent thereto, or containing more than one-fourth of 1 per cent of rye, shall not be graded higher than No. 3.

This was a compromise, the millers of the state asking the Commission to rule that rye should be absolutely excluded.

E. J. Smiley of Topeka, representing the grain dealers, asked that a new grade of wheat be created to take in the yellow wheat. At present there are two kinds of wheat in the No. 2 grade, one kind the dark amber berry and the other the light yellow berry. Mr. Smiley contended that the dark wheat was the better for milling purposes and asked to have the yellow wheat graded differently. The Commission refused to do it on the ground that Kansas wheat this year is all contracted for in Eastern markets and that a change in grades now would necessitate calling off these contracts.

"About three-fourths of the wheat raised in Kansas," said John T. White of Ada, chairman of the Commission, "is yellow berry wheat. If we put in this classification it would limit very materially the No. 1 and No. 2 supply from Kansas, and would make it comparatively easy to corner the red wheat. Besides, the yellow and the red wheat shade into each other so that it would be impossible to draw the dividing line clearly. Such a rule would be very disastrous to Kansas wheat raisers, and result in great confusion in the markets."

J. W. Radford, state grain inspector, said: "The new rule of the Commission regarding the presence of rye is in line with the policy of the Commission to eliminate as far as possible the improper use of scouring to make bad wheat appear better than it really is. Mixing and scouring is to a certain extent a lawful and legitimate proceeding, but carried to some extremes it is like counterfeiting. The Commission is gradually working toward an elimination of such practices."

The millers, of whom quite a number were in Topeka the day the Commission met, while they did not entirely approve the Commission's rulings, nevertheless adopted the following resolution:

Whereas, The state of Kansas occupies a place as one of the great grain producing states of this country and its No. 2 wheat occupies a first place in the markets of the world, and the flour made from our No. 2 wheat ranks as first class in our own country and in Europe and it is to the interest of Kansas farmers that this high standard of excellence be maintained in the future; and

Whereas, The manufacturers in Kansas consume about 50,000,000 bushels of wheat annually in the manufacture of flour which occupies the first rank in the home market as well as in the markets of the world, and this high standard of excellence can only be maintained by a correct standard of grading that protects the farmer and the consumer against the dishonesty of the wheat mixer and from lowering the grade of wheat and the flour to the great injury of our home industry and the consumer; be it, therefore,

Resolved, That we recommend the rules established by the State Grain Inspection Commission and ask that they be maintained in the future; or if any change is made, that it will be in the interest of the honest dealer; and

Resolved, That we commend the work of the Commission in protecting the honest grain dealers and farmers against the dishonest grain mixer who takes high-grade wheat and mixes it with stack burned, scoured, shrunken and musty wheat and rye, thus destroying the high character of our wheat and the high grade of our Kansas flour.

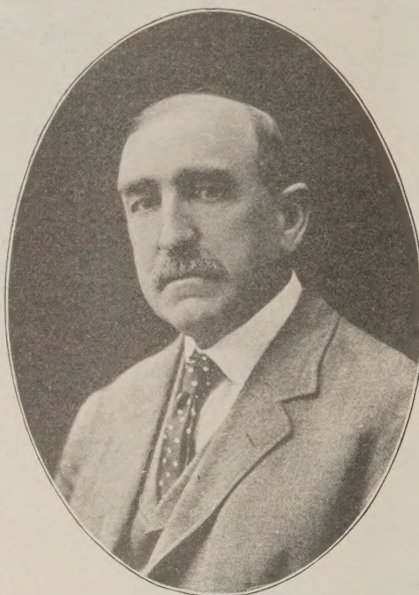
We had the unique experience to-day of selling No. 1 hard and No. 3 hard winter wheat by sample at same price, the one being liberally mixed with yellow and the other nearly all a dark hard wheat. The grading is something, but just now a small

part of the selling value—by sample. Two lots of the same grade may sell $1\frac{1}{2}$ and $2\frac{1}{2}$ cents apart, influenced by the starch in the cheaper, and the gluten in the darker and stronger sample. Much of the Illinois wheat, originally hard, has softened up so much in repeated reseeded that, although often graded "hard" from its lineage, it is practically "soft" in appearance and less desirable for millers.—Pope & Eckhardt Co., July 31.

COL. CHAS. E. GROCE.

One of the financial and industrial props of the lively little city of Circleville, O., is Col. Chas. E. Groce, who operates a grain business at Circleville, with branches at Ashville and Bell's Siding, on the N. & W. R. R. and at New Holland on the C. & M. V. R. R. (Penn.), and also the pork packery established in 1848 by his father and long known in Ohio and elsewhere by the old name of John Groce & Son.

Col. Groce, who is the only son of his late father, John Groce, was born at Circleville, on



COL. CHAS. E. GROCE.

July 26, 1851. He had the benefit of a thorough common school education, on the completion of which in 1872 his father made him junior partner in the pork packing business, which thereafter was known as John Groce & Son, a business which, as said, Mr. Groce still owns and operates in addition to his grain interests at the points named. He is a director of the First National Bank of Circleville and has other business interests in the city and in Pickaway County.

Col. Groce has been conspicuous also as a public servant, having been twice elected for full terms as a member of the State Board of Public Works of Ohio and has served as a member of the staff of both Gov. Foster and of Gov. Foraker, whence his military title. He is now president of the Ohio Corn Growers' Association, an organization formed last winter to improve the quality of Ohio-grown corn and was elected president of the Ohio Grain Dealers' Association at the recent meeting at Cedar Point. Fraternally he is a member of the A. F. & A. M., K. P. and the Elks.

Mrs. Groce was Ann Smith, a daughter of Josiah Smith of Columbus. They have a family of three daughters.

First sales of the year of new mixed corn for export were made at Baltimore on July 20 at 65 cents.

First reports of the Indiana winter wheat crop appear to have been exaggerated, present indications seeming to point to but little more than last year's yield. The quality is good. Cut worms have somewhat injured the corn crop. The yield in oats is disappointing, the grain being slow in ripening and considerably below last year's average.

[For the "American Elevator and Grain Trade."]

INTRICACIES OF SPECULATION—II.

BY L. C. BREED.

Among the mistakes which inexperienced speculators in grain are liable to make is that of making a transaction in a quite far forward month in a market where, at the time, and possibly for awhile afterwards, there is a limited amount of trading. If for any reason the party should wish to close out his deal, he may not be able to do so except at an undue sacrifice.

The business of trading in futures, admitting as it does of taking on a considerable quantity of grain on a small investment of capital, ought not to be conducted except on the basis of independent movement. This principle requires that a party should not over trade. His reserve of funds should be adequate to protect his trades in the fluctuations of the market.

Experienced brokers say that outsiders are apt to refuse to take a small loss and hang on when changed conditions seem to point to the wisdom of getting out of the market.

Country parties are too apt to be unduly influenced by local conditions. This is witnessed quite often in the speculative markets and these parties are not, as a rule, having an even chance with better posted traders in the principal centers.

It is doubtless true to state that too great dependence is placed in the Government reports. In the eyes of many persons these reports are regarded as authoritative, whereas, at best, they are simply estimates. It is well to institute a comparison between the national and the state reports. While the so-called crop experts may be biased in their judgment, their guesses may be entitled to consideration.

The unthinking and hypercritical people who charge the members of grain exchanges with dealing in "wind" may disabuse their minds of this delusion if they will give an order to a broker to purchase a certain quantity of grain for future delivery and put up their margin. In case they will keep their margin good and wait for delivery time to arrive, they will find a tender of the grain will be made to them and a demand for its value accompanying it.

Undoubtedly the business of selling grain for future delivery has its main warrant, as a custom, in distributing the marketing of cereals over so long a period of time as to tend to regulate prices. This regulation, so far as it goes, also extends to and affects the market values of the products of grain. This is also true of the cotton market and operations in both staples have a better basis as useful and necessary transactions than can be claimed for those of the stock exchanges of the country, and doubtless the percentage of actual deliveries is larger in case of grain and cotton than in the stock market.

OATS FOR FORTY YEARS.

In 1866 Pennsylvania and New York contended for the leadership in the United States as producers of oats, Pennsylvania winning with a yield of 54,954,560 bushels against 54,029,350 bushels by New York. Illinois the same year stood third on the list, with a yield of 30,954,370 bushels, and Ohio fourth with a yield of 22,187,420 bushels. The total yield of the country then was 268,141,077 bushels on 8,864,219 acres (average 30.2 bushels), with an average farm price of 35.1 cents per bushel.

Forty years later (1906), says the compilation by Chas. C. Clark, associate statistician of the Bureau of Statistics (Bulletin 58), Pennsylvania's yield, which reached its maximum (59,900,000 bushels) in 1867, had fallen to but 31,816,496 bushels and New York's to 40,233,784 bushels, while Iowa had stepped into first place with 140,770,000 bushels to her credit and Illinois into second place with 107,763,500 bushels. Nebraska, which in 1866 produced but 450,138 bushels, in 1906 was

in third place with a yield of 72,275,000 bushels and Indiana fourth with 50,196,000 bushels.

Pennsylvania remained the leader in 1867, 1868 and 1869, but in 1870 gave place to Illinois with 38,502,000 bushels against 34,289,000 bushels in Pennsylvania. Illinois then remained the first producer until 1890 when a tremendous drop in production, from 145,364,000 bushels in 1889 to 70,821,000 bushels (loss of over 50 per cent) gave Iowa a chance to come in as the leader for the first time with a yield of 71,397,000 bushels. Illinois regained her place in 1891 only to lose it to Iowa in 1893 and 1895-98, since which time these two states have divided the prestige of leadership quite equally.

In 1866 only thirty-two states reported a yield of oats. Florida (18,759 bushels) and Louisiana (89,377 bushels) contending for the "booby prize." In 1906 every state and territory in the Union reported a crop, Arizona (31,442 bushels), Delaware (95,991 bushels) and Rhode Island (46,997 bushels) alone falling under the 100,000-bushel mark. The total yield in 1906 had increased to 964,904,522 bushels, or nearly 360 per cent of the production of 1866.

Of the New England states Maine and Vermont have been the only reliable producers of oats, Maine's production in 1906 being larger by over a million bushels than in 1866; but Vermont has lost, though much less in proportion than the other New England states.

Of the middle Atlantic states New York and Pennsylvania continue to be as good producers as in the '60s (1866 having been an exceptionally good year in this part of the country), but New Jersey and Delaware have steadily lost ground. So have Maryland and Virginia, but West Virginia and the Carolinas are doing better now than in the '60s. Georgia saw her best oats yields in the '70s and '80s. Florida's crop reached its best estate between 1880 and 1898, having in 1887 reached its maximum of 761,000 bushels, but since then has never exceeded 434,506 bushels, reported in 1902.

Illinois and Iowa are the only states that have passed the 100-million-bushel record. Illinois did that first in 1883 and since has exceeded that figure no less than fourteen times, the maximum yield having been 153,450,423 bushels in 1902. Iowa has produced over 100 million bushels no less than twelve times, her maximum yield being 182,967,338 bushels in 1895. This is the record yield of all the states.

The great oat producers now (those that passed the 40-million-bushel mark in 1906, say) are New York, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota and Nebraska.

DURUM WHEAT GROWERS.

The North Dakota Durum Wheat Growers' Association held a meeting at Chautauqua on July 14, at which time Ole Serumgard made a report on legislation, which was to the effect that no meeting of his committee had been held.

Mr. M. O. Hall, a member of the Board of Grain Commissioners, with whom the legislative committee was to have had a conference, recommended, however, the adoption of the following resolutions:

First—We recommend the raising of durum by farmers west of the Red River Valley, it having been demonstrated by Prof. Ladd that the soil of the Red River Valley is too heavy for the successful raising of durum.

Second—We recommend and urge the using of durum flour, thereby creating a demand for the same.

Third—We recommend the forming of an association for the purpose of introducing durum flour in Eastern and consuming markets.

Fourth—We recommend the creating of a bureau of publicity of five, same to work in conjunction with the Commissioner of Agriculture of the state, also with the American Society of Equity.

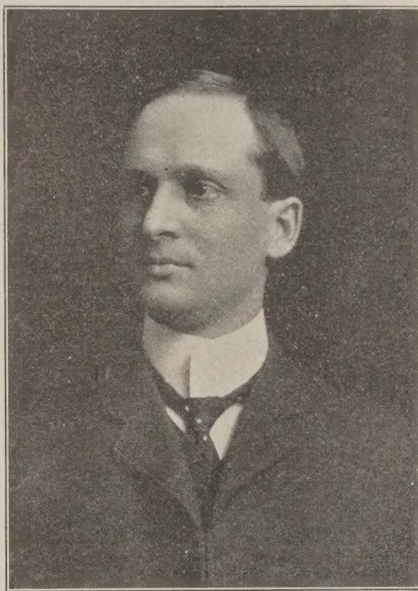
Fifth—That an appropriation be made by the legislature to advance the interests of durum wheat in the state.

The resolutions were adopted and the following gentlemen named as members of the bureau of publicity: M. O. Hall, chairman, Mohall; T. M. Olum, Lisbon; O. J. Major, Hope; M. N. Johnson, Petersburg; N. G. Larimore.

B. S. ARMSTRONG.

The broad prairies of Illinois are prolific in the production of grain and the same might be said of its crop of grain dealers; for the one follows necessarily upon the other. Yet Illinois grain dealers do not always stay down in the state, and B. S. Armstrong of Chicago is one of those who have sought larger conditions and markets in which to expend his excess energy.

Mr. Armstrong practically has grown up in the grain business, for his father was a grain dealer at Sheridan, Ill., where he was born in June, 1869. Before he left school he used to aid his father



B. S. ARMSTRONG.

in the business and for twenty years he was the right hand man in the handling of a large amount of grain at that point.

In 1895 he left Sheridan and joined the Chicago Board of Trade, engaging with Ira Tomblin. At the death of the latter in 1897, he started in business for himself and is now carrying on a very successful general grain receiving business. The territory from which he draws grain is principally Illinois, Iowa and the Northwest.

MORE MONTREAL CAPACITY.

The Harbor Commissioners of Montreal in July opened three more dock berths for service at the Commissioners' grain elevator, making it possible now to carry grain from the central elevator to any one of six liners lying in their regular berths on one of the long piers without the vessel being moved at all. Those supplied are three berths on the King Edward Pier, occupied by the Canadian Pacific Railway's Atlantic vessels; one on the King Edward Pier, used by the Reford vessels; one on the Alexandra Pier, used by the Dominion Line, and one on the Shore Pier, used by the Allan's Liverpool vessels.

It is expected by the contractors that the whole system of conveyors over all the steel sheds will be completed before the close of the present season. The work is being rushed through with great rapidity, and the contractors will be ready to put in the conveyors on some of the sheds before the lower works will be finished. By the convenience which they afford in the lading of the vessels the new system is highly appreciated by the steamship men.

OBJECT TO THE ALLOWANCES DECISION.

The order of the Commerce Commission directing the U. P. Ry. Co. to cease paying the elevator allowances to Peavey & Co. will be contested by that company in the courts. The company contends substantially that if a railroad company may perform elevation service through its own elevator free it has the right to hire and pay for such service. The Interstate Commerce Commission previously ruled that the allowance was lawful upon exactly that ground, but it revised that opinion in the ruling of June 26, published on July 11, holding that a railroad company may not pay an elevation allowance on grain passing through an elevator owned and controlled by the owner of the grain, when such grain is held more than ten days; and that a railroad company shall not pay the owner of the grain an elevation allowance on grain passing through any elevator, when such grain is barred by the provision of the first ruling.

The reason for this change of front on this much mooted question accompanies the order of July 10, and is as follows:

While adhering to the general principles expressed in the last report of the Commission in this proceeding, further reflection and further knowledge of the actual operation of the contract between Peavey & Co. and the Union Pacific Railroad have led us to the conclusion that the reduction under our previous order of the allowance of 1½ cents per hundred pounds to three-quarters of 1 cent does not reach far enough and has not sufficed to cure the evil of which complaint was made. That reduction was made on the theory that an allowance of 1½ cents per hundred pounds was more than the cost to Peavey & Co. of the service performed on their grain and was, therefore, an unlawful rebate.

But advantages that are unlawful may be enjoyed in ways that do not involve the direct payment of rebates. And we think that Peavey & Co. do enjoy in the actual operation of their contract advantages that do not accrue to other shippers of grain. The mixing of grain is said to be one of the largest sources of profit to a grain dealer. By mixing a carload of inferior grain with a carload of grain of higher grade the aggregate value of the two carloads is increased and the dealer's profits from the sale are larger than they would be if the two carloads were sold separately. The storage of grain beyond the elevation period of ten days is also of commercial value to grain dealers. The "treatment" of grain is of advantage to them in that it results in enhancing its value. Weighing and inspection are also of advantage to the owner of the grain.

As we expressly stated in our last report, such services are commercial services and are in no sense a part of elevation as defined in the act to regulate commerce. If, therefore, the Union Pacific Railroad pays to Peavey & Co. an allowance of three-fourths of 1 cent, or of any other amount, however small, on grain belonging to them, which has been mixed, treated, stored, weighed or inspected in their elevators, it amounts pro tanto to a contribution by the Union Pacific Railroad to Peavey & Co. of the cost of securing these commercial results and benefits. The allowance, therefore, not only results in an undue preference when paid on grain belonging to the owner of an elevator thus under contract, but, in effect, is also an unlawful rebate, unless confined to grain that is reshipped within the elevation period of ten days and has not been mixed, treated, weighed or inspected.

No way has been suggested by which the Union Pacific Railroad may avail itself of the Peavey elevators under the contract in question without giving to Peavey & Co. and to their grain the commercial advantages alluded to, and these advantages we regard as an undue and an unlawful preference. We, therefore, hold that the practice of the Union Pacific Railroad in paying to Peavey & Co. an allowance under such circumstances upon their own grain is unlawful. An order will be entered in accordance with these views.

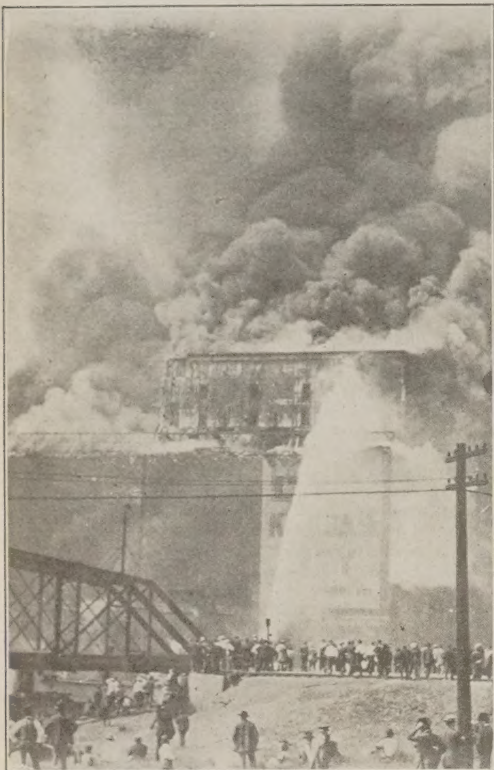
The elevator interests on Missouri River met on July 25, to discuss the situation created by this ruling, the grain exchanges of those markets having previously taken action in protest against the decision. At the meeting referred to a committee composed of Frank Delany, J. L. Fredericks and William Burke was appointed to confer with the other cities regarding a united protest. At the same time a general organization was effected

and subcommittees named in each of the four cities represented to confer with their respective organizations and later report back to the general committee on call of the chairman.

St. Louis dealers believe the decision will again give that market access to the territory west of the Missouri River, which the allowances had practically closed to them.

INTEREST ON DRAFTS.

The Illinois Grain Dealers' Association at the Fifteenth Annual Convention held at Springfield



BURNING OF ARMOUR ELEVATORS E AND F.

last month, passed a resolution unanimously condemning the practice of charging interest on drafts drawn against grain sold "shipper's track"; and subsequently the board of directors of the association authorized President Wayne to appoint a committee of three members to assist the president and secretary in carrying out the wishes of the convention in this regard, and also to determine the question of interest charges on consigned grain, as well as to take such action as to the committee would seem to be for the best good of the grain shipper; also to take under consideration the resolution passed by the convention relating to the penalty between No. 3 and contract corn. Inasmuch as the convention had passed a resolution asking the Chicago Board of Trade to reduce the penalty from 5 cents per bushel to 2 cents per bushel, the committee were authorized to ask President Sager, of the Chicago Board of Trade, to appoint a committee from that body to confer with the committee of the Illinois Grain Dealers' Association.

E. M. Wayne, president, appointed as members of the aforesaid committee Geo. A. DeLong of Foosland; B. P. Hill of Freeport, and L. J. Jeter of Yorkville.

At the mid-summer meeting of the Indiana Grain Dealers' Association like resolutions were passed, and a committee consisting of C. B. Riley, Indianapolis; A. E. Reynolds, Crawfordsville; M. L. Conley, Frankfort; J. W. Witt of Lebanon and H. E. Kenney of Indianapolis, were appointed to act in conjunction with the committee from the Illinois Association.

Secretary Strong has sent out to the members the letter given below, and as soon as sufficient data has been received, the matter will be regularly taken up with the Chicago Board of Trade:

Pontiac, July 20, 1908.

Dear Sir:—At the last annual convention, held in Springfield in June, a resolution was unanimously adopted condemning the practice of the Chicago and St. Louis markets in charging interest on drafts drawn on grain sold "on track;" and there was a strong feeling that a limit of time should be fixed for computing interest on drafts drawn on grain which was consigned.

A committee was appointed by the president to take the matter up with these markets, and take such action as seemed best.

At the midsummer meeting of the Indiana Grain Dealers' Association like resolutions were passed, and a committee was appointed to act in conjunction with the Illinois committee. These committees will meet a committee from the Chicago Board of Trade some time early in August.

In order that the committee may be prepared to support their position, it is necessary that they have certain information.

The table below* will give them what is needed, and you are urged to fill it out immediately, and if the membership give prompt action certain resultant benefit will follow.

Give the date of shipment. The date when weighed or inspected. The number of days for which interest is charged. The amount of interest deducted.

Respectfully yours,

S. W. STRONG, Secretary.

*The recipient of the letter is asked to give station, date of shipment, date when weighed or inspected, kind of grain, days of interest charged and amount, and whether the shipment was consigned or sold on track.

A GREAT FIRE.

The most dangerous fire Chicago has seen in thirty years occurred on August 2, when the Armour Elevators E and F, belonging to the C., B. & Q. R. R. Co., with contents of grain and much other property was destroyed, and grain in the Union Elevator injured by heat and water. On an abnormally hot day, the fire began by an explosion of chemicals in the C., B. & Q. freight warehouse, and within an hour all of the great railroad yards to the north of the freight house

The fire was discovered about 1 o'clock p. m., in the freight house, from which it spread with amazing rapidity; so that before the first detachment of firemen arrived the blaze had spread to Elevator E. Brands of fire were blown by the strong wind toward Elevator F and to the north of the dockhouse, the latter structure soon becoming a prey to the flames. With the fire racing along in its destructive course, a general alarm was sounded that called six fire boats, stationed along the river, to the scene, as well as eighty engine and truck companies. Elevator F caught fire while thirty-five employes were at work within. They were promptly warned and escaped without injury. One of the hardest fights of the department was made at the Union Elevator (east of the river), which was saved from heavy damage by dogged work on the part of the firemen in the face of the intense heat of the day. A hard fight by the firemen was necessary also to save the Rock Island Elevator, operated by the J. Rosenbaum Grain Company. The City Elevator now being wrecked for the Drainage Canal Board also had to be drenched in order to save the Rock Island Elevator and contiguous property.

The losses to the Armour Grain Co. are on 700,000 bushels of wheat, \$675,000; on corn, \$75,000; grain in Union Elevator, \$50,000. To the railroad company, on two elevators, \$300,000; on other property, \$408,000.

The insurance on Elevators E and F was: Armour Grain Co., on grain, \$715,000; C., B. & Q., on buildings, \$172,500; on Union Elevator, 2 per cent on \$695,000.

President Marcy of the Armour Grain Company has taken charge of the salvage. There will be about 400,000 bushels wheat to handle out of the total 700,000 bushels in the houses at the time they were destroyed. There will be very little corn left of the 120,000 bushels in store when the fire began. The wheat will, of course, have to go to buyers a little out of the ordinary. A part



RUINS OF ARMOUR ELEVATORS E AND F AT CHICAGO.

and elevators was in flames. The yards lying alongside Chicago River are half a mile long and a quarter of a mile wide, and the southwest wind carried volumes of smoke and flaming cinders over them, setting fire to box cars, passenger coaches, piles of rubbish, the plank roadways between the tracks, and the roadbed ties. From Sixteenth Street to the Twelfth Street Viaduct the yards were in flames, and even the sidewalks of the viaduct were burning in places. For a time it looked as if the whole yards would go, and part of the city with them, but a shift of the wind to the west carried the smoke and cinders in another direction, and enabled the firemen and railroad employes to make headway in their fight. As it was over 100 incipient fires in various parts of the city adjacent to but several blocks away from the scene of the fire are reported as occurring from flying cinders.

of it will go for foundry flour, a part to paste-makers and some for chicken feed and for blending with other sorts of feed for live stock. Neither the E or F elevators were regular on the Board of Trade.

Mr. Marcy of the Armour Grain Co. said the two elevators destroyed would not be rebuilt unless the Chicago River is improved for navigation by widening the river and removing the center-pier bridges.

W. H. Small & Co., at Evansville, Ind., at the company's annual meeting in July, reported profits of \$31,000 for the fiscal year then ending. A dividend of 10 per cent was ordered paid and the remaining profits added to surplus, now \$52,000. The company was organized three years ago with authorized capital stock of \$200,000, of which but \$137,000 had been sold.

FORBIDS ALL ELEVATOR ALLOWANCES.

The Commerce Commission has followed its order re the Peavey-Union Pacific elevation contract by an order forbidding the payment of any "elevator allowances." This action was taken in the case of the Traffic Bureau, Merchants' Exchange, St. Louis vs. the C., B. & Q. R. R. Co., St. L. & S. F. R. R. Co., C., R. I. & P. Ry. Co. and M., K. & T. Ry. Co., submitted on December 4, 1907. This last order was accompanied by an

We shall not here undertake to reprint or review the statement of the way in which the "allowances" have affected different markets, as very accurately and sharply put in this decision by Commissioner Prouty; suffice it to note that the Commissioner having explained the Commission's reasons for having twice approved the "allowances" contract as voted, says:

In the light of what has transpired since our decision, and as a result of that decision, and in view of what must inevitably happen if we

for the purpose of persuading him to elevate it at that point. While paid nominally to the elevator, it turned out in the testimony in the present case that practically without exception the operator of the elevator into which the grain was unloaded was the owner of the grain itself. If a case should arise where the owner of the grain was not also operator of the elevator, he might still, if he required this elevator service, obtain it for nothing, since the elevator would give him the service upon receiving from the railroad company the $\frac{3}{4}$ of 1 cent. The traffic representatives of these defendants all testified that they paid this sum, not as a transfer charge, not because they had occasion to use a transfer, but because they were compelled by competitive conditions.

This is now regarded by the shipper as an elevator allowance. It is paid by the railway as an elevator allowance, and we must regard when disposing of this question, not the circumstances under which the practice may have originated, but the facts as they now exist. What does not seem to have been clearly apprehended in the former discussions of this subject is the importance of this allowance, the extent to which it would be felt, and the impossibility of controlling it in any other way than by prohibiting entirely such payments. Nothing can more clearly show this than the cases which are now pending before this Commission.

Take the facts disclosed by the present record. For years these defendant carriers have maintained a certain relation in rates from the fields of production west of the Missouri River to Kansas City and St. Louis. The rate from the field to St. Louis has been the local to the Missouri River plus the local from the Missouri River to St. Louis. Under this adjustment of rates it has been possible to move grain through either the markets at the Missouri River or St. Louis to Eastern destinations upon the same terms as to cost of transportation. To-day this relation has been altered. Grain can be moved to Eastern points for $\frac{3}{4}$ of 1 cent per 100 pounds less through Kansas City than through St. Louis. This is plainly unjust and should be corrected.

Why not remove this discrimination by commanding the defendants to make the same allowance at St. Louis as at Kansas City? At the present time grain destined for certain parts of Texas and for certain portions of the South receives at St. Louis an elevation allowance of $\frac{3}{4}$ of 1 cent per 100 pounds. By tariff becoming effective since the hearing, lines leading east from St. Louis now allow an elevation fee of $\frac{1}{4}$ of 1 cent per bushel on outbound shipments. If, there-

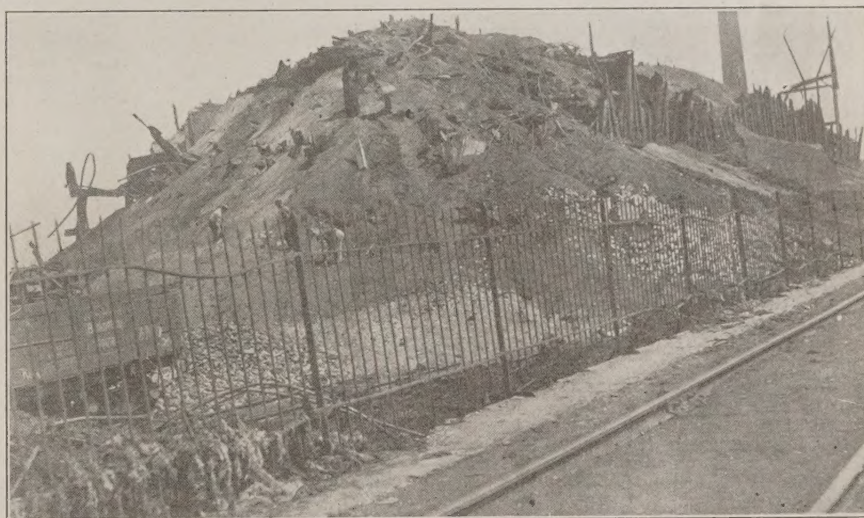


BURNING OF ARMOUR ELEVATORS E AND F, CHICAGO.

exhaustive opinion giving the history of the "allowances," their origin, and the proceedings based on hearings had before the Commission. In this decision by Commissioner Prouty it is explained that the original decision in the case upheld the validity of the Peavey-Union Pacific contract on the ground that while it was a manifestly objectionable precedent it did not appear to the Commission that any discrimination to the trade was created hereby, although it did affect the relations of the carriers, treating it, as the Commission did, "purely from the standpoint of the U. P. R. R. as a storage and transfer proposition." That ruling, too, was made prior to the decision of the U. S. Supreme Court in the I. C. C. vs. C. & O. Ry. Co., 200 U. S. 361, which apparently means that "whenever the execution of a contract violates the provisions of the act to regulate commerce the contract itself is void and its performance unlawful," so that when the "Peavey Case" came before the Commission a second time, "every condition in any sense controlling had changed." The grain was handled differently through the house. Elevators had so increased that even the U. P. had to make "allowances" to some of them in addition to that paid the "Peavey" house, etc. Still the Commission treated the original contract as valid and operative, but, for reasons which Commissioner Prouty gives in explanation thereof, the allowance was ordered reduced from $1\frac{1}{2}$ c per 100 lbs. to $\frac{3}{4}$ c, being an effort of the Commission to equalize, or to destroy, the effect of the manifest discriminations the Commission found had grown out of the operation of the contract. And there was the further consideration of the conservative: "About the only competition between carriers in the transportation of grain had arisen in respect of these elevation allowances. The payment of such allowances amounts to a reduction in the rate which must finally inure to the benefit of the producer and the consumer. To cut out this allowance and all similar allowances and privileges would be to increase in effect by a very large sum in the aggregate the transportation charges of this country, and we might well hesitate to do this unless it were found absolutely necessary."

adhere to it and apply it, we are constrained to now hold that this elevation allowance is an undue discrimination which should be prohibited.

It long since became clear that the public had nothing to gain in the way of transportation charges from our recognition of the propriety of these payments. Soon after the submission of the Peavey case the last time, carriers operating from the Missouri River, becoming convinced that the Commission would sustain the legality of the Peavey contract, and realizing that they must, therefore, establish similar allowances, advanced



ANOTHER VIEW OF THE RUINS OF ARMOUR ELEVATORS E AND F.

their rates $1\frac{1}{4}$ cents per 100 pounds upon the theory apparently that the elevation allowance would equal that amount. When the Commission published its opinion allowing $\frac{3}{4}$ of 1 cent per 100 pounds, the carriers promptly put in elevation to that extent. The net result to the public was, therefore, a loss of $\frac{1}{2}$ cent per 100 pounds, and the shipper is still poorer by that amount.

It has also become perfectly apparent that whatever may have been true when the Peavey contract was entered into or when the original hearing in that case was had, or even at the time of the second report, this payment is no longer in any sense intended to cover the expense of a transfer. It is an elevator allowance, pure and simple, made to the owner of the grain if he elevates that grain upon the Missouri River, and

fore, these defendants are required to pay $\frac{3}{4}$ of 1 cent allowance at St. Louis, that market will thereby acquire an advantage over the Missouri River. Could we, in order to avoid this result, say that the defendants need not pay an allowance at St. Louis so long as lines leading out did so, or that the allowance made by them at St. Louis should not be the same as that paid upon the Missouri River, but only sufficient to equalize conditions at these two markets? Could we hold that so long as the Baltimore & Ohio granted the allowance from St. Louis the Missouri Pacific need not apply it to inbound shipments, but that should the Baltimore & Ohio at any time withdraw its tariff upon the outbound shipment then the Missouri Pacific must apply its allowance upon the inbound?

Consider the mill located at B, in Illinois, to which the shipment from A, in our original illustration, was supposed to be made. Assume that the miller, instead of buying his grain from the elevator at St. Louis or at Omaha, elects to go into the field and purchase from the farmer. Is there any reason why this shipper should pay more for a less service than the grain dealer at Omaha, simply because the miller does not require and cannot use elevation at that market? Consider the mill located at Omaha itself. What imaginable reason is there why grain should be taken to an elevator in Omaha and unloaded at $\frac{3}{4}$ of 1 cent per 100 pounds less than it will be taken to the mill and unloaded, when every physical incident of the two transactions is the same.

The effect of these allowances upon the milling industry is more clearly seen by reference to the mills located west of the Missouri River. There are, for example, large milling interests in southern Kansas, and these mills buy directly from the field. In the past they have competed with mills east of the Missouri River which have bought their grain through elevators located at those markets. To-day all these mills to the east of that river enjoy the benefit of free elevation, or of an elevation allowance which is equivalent to free elevation, and which is $\frac{3}{4}$ of 1 cent per 100 pounds. As compared with a year ago, these mills to the east of the Missouri River have acquired an advantage in the purchase of their raw material over the Kansas mills, which buy directly from the producer, of $\frac{3}{4}$ of 1 cent per 100 pounds.

The Commission now has before it a complaint from a company operating a terminal elevator some forty miles west of the Missouri River. This company sells grain which passes through this elevator in competition with grain elevated at the Missouri River. The evidence clearly shows that without this allowance this concern must go out of business at that point. This allowance must extend, therefore, not only to the east, but to the west.

It is said that we ought not to prohibit the payment of these allowances for the reason that we cannot prevent the granting of free elevation, and that to prohibit the allowance by railways not owning elevators while their competitors who do operate elevators can grant to their shippers free elevation would be unjust. If it be true in fact that that free elevation cannot be prevented, we should certainly hesitate to attempt to prohibit the payment of the allowance. If the Great Western Railway, owning as it does an elevator at Omaha, can give free elevation, every other line must also construct and own an elevator at this point. The business of elevation would be entirely done by railroad elevators, and every private establishment of that kind would be virtually confiscated.

But we do not by any means concede that free elevation cannot be prohibited. Upon the contrary, there is no difference in principle between the giving of the service and the giving of the money with which to buy the service, and we have no doubt that this Commission has the same jurisdiction to prohibit the granting of the free service which it has to prohibit the payment of the allowance.

It is, without doubt the right of the Union Pacific Co. to provide at Omaha storage facilities into which its cars can be unloaded and thereby promptly released. That company may, without question, provide for the transfer of grain from its own cars to the cars of its connection when that is necessary to complete a through shipment. It can provide these facilities either by an outlay upon its own part or by contracting for the performance of the service at so much per bushel. This service pertains entirely to the transportation of the grain. The shipper has no possible interest in it and it is entirely immaterial to him by what means that is effected, provided the service of transportation be properly performed. If, however, the Union Pacific Co. gives to the shipper over its line the privilege of securing for nothing an official weight and inspection of his carload of grain; if it issues to him a certificate by which it agrees to hold a certain amount of grain of a certain grade at the pleasure of the shipper and send that grain forward to whatever destination the shipper names, an entirely new element is introduced into the transaction. This is not an incident of transportation, nor is it performed for the benefit of the carrier. It is a part of the grain dealer's business; is for his benefit, and is of value to him. If it is accorded to one dealer and not to another a preference in favor of the dealer who receives it arises. This service the railroad company has no right to render free when this works an undue discrimination against other shippers.

It is true that the service costs the railroad company but little and is of much greater value to the shipper who receives it. This goes to the

convenience and not to the quality of the transaction. It may be in the interest of economy that the carrier should render this service for the shipper. We do not now hold that commercial elevation may not properly be furnished by a railroad, but we do hold that such elevation must be charged for at what it is reasonably worth.

We hold that a railroad company by extending a privilege of value to one member of the shipping public, when that privilege in the nature of things is not desired and cannot be used by other members of the public, is thereby guilty of a discrimination in favor of the one who can and does use the privilege. This discrimination may or may not be undue, according to the circumstances of each case. In the great majority of instances such discriminations are not in fact unlawful. But upon the facts now before us the granting of free commercial elevation or the payment of an elevation allowance must be held an undue discrimination and, therefore, unlawful. Such an allowance by the Union Pacific at Omaha is not open to the whole public, but only to those members of the public who have occasion to use an elevator at Omaha.

The defendants in this case are, therefore, ordered to cease and desist from such payments at Kansas City and other Missouri river points. In order that sufficient time may be allowed to pre-



GEO. G. FLESSNER'S ELEVATOR AT SECOR, ILLINOIS.

vent any disturbance of business conditions, this order will not take effect until October 1, and the tariffs of the defendants withdrawing the allowance must be filed upon thirty days' notice.

Commissioner Harlan, while concurring in the decision, said:

I concur in the disposition made by the Commission of these complaints, but not in all the inferences that may be drawn from what is said in the opinion. I am not willing to be understood as entertaining the view that a railroad company may not exercise its own discretion in providing necessary facilities for the conduct of its transportation and the management of its terminals and equipment, and may not for that purpose provide elevation for its grain shipments free of charge. As that term is used in the act I understand it to mean substantially a transfer of the grain from the car of the inbound carrier through an elevator to the car of the outbound carrier within a period of ten days. And in such elevation I see nothing either preferential or discriminatory whether done in an elevator operated by the carrier or in an elevator operated for it by the owner. But I agree that any allowance by the carrier to the owner of an elevator on grain belonging to him that has been weighed, inspected, cleaned, mixed or otherwise treated in the process of elevation is unlawful. As a facility for the convenience of the carrier free elevation is unobjectionable, but when the owner is permitted to and does use the elevation as a transit privilege for himself by means of which to secure commercial advantages on his own grain, the result is an unlawful preference and discrimination. This is expressly so stated in the proceeding entitled *In the Matter of Allowances to Elevators by the Union Pacific R. R. Co.*, ante, p. 315, and, in substance, in the opinion of the Commission in the same case reported in 12 I. C. C. Rep., at p. 85.

I am requested by Commissioner Clark to say that he concurs in this view.

AN ILLINOIS HOUSE.

The elevator shown in the illustration is that operated by Geo. G. Flessner at Secor, Ill. It is one of the houses that, like Topsy, simply "grewed." Its present capacity is 75,000 bushels and is equipped with a gasoline engine and Fairbanks Scales. The owner is E. D. Edwards of Peoria, who leased it to Mr. Flessner.

Mr. Flessner's competitor is the local Farmers' Elevator Co., which, of course, does a large business. Mr. Flessner has always treated his trade generously and has many warm friends among the grain producers of the neighborhood, and is doing business.

CORN IN 1866 AND 1906.

Indiana and Illinois in 1866 were the great corn states, Illinois leading with a yield of 155,844,350 bushels to Indiana's 127,676,247 bushels. Ohio was third on the list with 99,766,822 bushels and Kentucky fourth with 65,564,630 bushels. A big end of the crop was that year grown in the Southern and "Border" states. The nation's total yield was

only 411,450,830 bushels, which sold on an average, at the farm, at 47.4c. In the South the price ranged from 65c in Texas to \$1.10 per bushel in South Carolina, against 30c in Illinois and 31c in Indiana (both the minimum prices). The average production per acre was but 25.3 bushels, South Carolina getting the minimum yield (5.9 bushels) and New Jersey the maximum (43.3). In 1906 the average yield had increased to 30.3 bushels, the minimum being 11 bushels in Florida and the maximum 40.2 bushels in Pennsylvania. In this year the total yield had run up to 2,927,416,091 bushels.

In the interval of forty years named the New England states have all declined in production except Vermont, which added in 1906 about 500,000 bushels to her yield, and Connecticut, which added about 3,000 bushels to hers. In the same interval the Middle Atlantic States all increased their yields materially except only New York, whose best yields were made in 1876-91. Elsewhere throughout the country the corn yield has everywhere increased during the forty years named.

The great corn states of 1906 were Iowa (373,275,000 bushels), Illinois (347,169,585 bushels), Nebraska (249,782,500 bushels), Missouri (228,522,500 bushels), Kansas (195,075,000 bushels), Indiana (183,893,767 bushels), Texas (155,804,782 bushels), Ohio (141,645,000 bushels) and Kentucky (105,437,376 bushels). The other states exceeding the 50-million bushel mark that year were: Pennsylvania, Michigan, Wisconsin, Minnesota, South Dakota, Tennessee, Indian Territory, Oklahoma and Ark. Wyoming got the "booby prize" with a yield of 68,256 bushels.—See Bureau of Statistics,

Bulletin 56, by Chas. C. Clark, Associate Statistician.

WISCONSIN GRAIN COMMISSION.

The Wisconsin Grain and Warehouse Commission on July 22 met representatives of the "independent" grain shippers of North Dakota at Fargo to "discuss" grain grades to be made for Wisconsin inspectors' use for the new crop. It is reported that "a better understanding was reached by the two parties" and that "it is certain that much better gradings will be received by the North Dakota shippers than has ever before been received, and with a great saving."

H. A. Johnson, of the Commission, who was one of the principal men at the conference, said that "it was now up to the people of North Dakota to help themselves in the matter. We are in North Dakota for the purpose of getting in touch with the grain shippers of the state and finding out how they believe the grain in this state should be graded, so that we can arrange a standard of grading that will be mutually beneficial and on which the shippers of this state can depend. The Commission intends to make this standard free from the great fluctuations which have been experienced with the Minnesota standards."

"The Minnesota standards make first-grade wheat test at 60 pounds, second grade at 58 and third grade at 55 pounds. This I consider unfair as I often find that 59 test wheat is just as good first-grade wheat as 60 test and for this reason the Wisconsin Commission intends to reduce their standards of tests for the different grades of grain. A meeting will be held at Superior in August and it is possible that this matter will be taken up at that time."

When asked what he knew about the establishment of a cleaning elevator at Superior, Mr. Johnson said: "That elevator is to be established, but I do not think that it will be arranged for this year, as it is now late in the season."

SWITCHING AT CHICAGO.

The officers and directors of the Illinois Grain Dealers' Association, at a meeting held on July 23, prepared the following petition to the Illinois Railroad and Warehouse Commission, in support of the Commission's tentative Rule 23, relative to maximum switching rates in the city of Chicago, which was on August 3 presented to Hon. W. H. Boys, chairman of the Commission, at his office at Streator:

To the Honorable Railroad and Warehouse Commission—Gentlemen:—In pursuance of the attached resolution, the undersigned, officers of the Illinois Grain Dealers' Association, beg to submit, that this Association is a voluntary organization, comprising the principal grain dealers in the State of Illinois; that its purpose is the mutual benefit of its members in the conduct of their business and the betterment of the grain dealers and grain producers; that the organization has existed for sixteen years; that it comprises in its membership a total of six hundred members, controlling eleven hundred elevators in the state; that it is a representative organization of the chief product in the state of Illinois; and that its views pertaining to freight charges upon grain handled by its members are worthy of consideration by the Commission.

Whereas, It has come to the knowledge of the Illinois Grain Dealers' Association that the Honorable Railroad and Warehouse Commission contemplates the establishment of a reasonable maximum schedule of charges for switching service by railways on grain and other commodities; and,

Whereas, Such tentative schedule proposes to establish in the city of Chicago different and lower charges for switching of grain than for similar service on other commodities; and,

Whereas, We are creditably informed that the railway companies have objected to such different and lower switching charges on grain than on other commodities; therefore, be it

Resolved, That this Association petition the Honorable Railroad and Warehouse Commission to fix charges for switching grain in the city of Chicago as proposed in its tentative schedule of reasonable maximum rates, which makes a different and lower charge for a like and similar

service in switching grain than is charged on other commodities; for the following reasons:

First, this Association is creditably informed that the proposed switching charges on grain are such as are now substantially in effect in the city of Chicago and have been voluntarily established and maintained for a long period of time by the railways; and is further informed that if the Commission should establish a maximum rate higher than the present rate it would result in the advance of the switching charges on grain and consequently increase the cost of transportation.

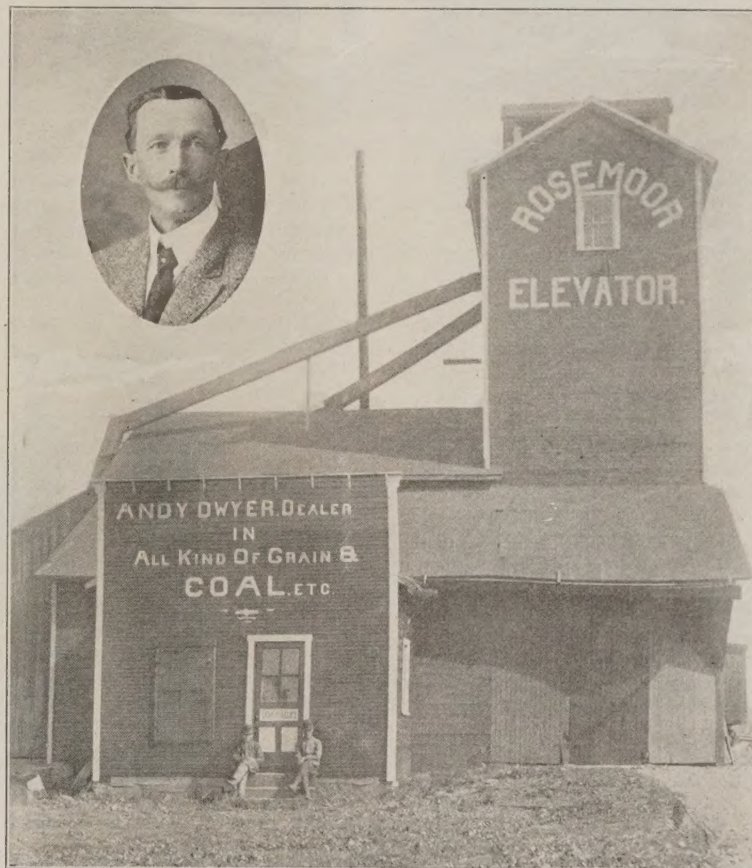
Second, we respectfully submit that the switching charges on grain in the city of Chicago are now as high as they reasonably ought to be and that the Commission ought not, in any event, permit them to be advanced, but, rather, ought to reduce them.

Third, it is further respectfully submitted that all charges, whether in the form of freight charges, switching charges, demurrage charges or charges imposed under any rule or regulation

ANDY DWYER AND HIS ELEVATOR.

Ten years or more ago Andy Dwyer of Jamestown, O., dealer in grain, flour and coal, would have been classed technically as a scooper, for when he first began buying grain at Rosemoor he bought for several years on commission and loaded his purchases from the wagons into the cars without the medium of the elevator. But the need and the want of an elevator was ever before him, and by dint of careful saving of his resources he was able in 1901 to erect and pay for the house shown in the accompanying illustration and lay by cash enough to carry a nice bunch of grain.

The elevator has 15,000 bushels' capacity and is perfectly equipped with all the machinery needed at such a station. Besides it has a ground-level



ANDY DWYER AND HIS ELEVATOR AT ROSEMOOR, OHIO.

whatever that go to make up the total cost of transportation, are a direct tax upon the property, and the grain dealers feel that they are paying as great a charge in the aggregate for the transportation of grain as should reasonably be imposed.

Fourth, it is further submitted that the railway companies derive the largest portion of their earnings from the transportation of grain; that grain requires no special service in the way of fast time or special equipment or peculiar and expensive facilities, such as pertain to the transportation of live stock, and other commodities, which in comparison with grain do not yield so large a net revenue to the carriers; that grain is moved in large quantities; that cars are released promptly; that the railways have recognized the value of the grain traffic by making different and lower rates of charges on it than on other commodities for similar service; and that there ought to be a different and lower rate for switching service on grain than on other commodities.

Therefore, The Commission is respectfully urged to promulgate the reasonable maximum switching rates on grain in the city of Chicago, as proposed in its tentative schedule, copy of which is attached hereto.

The first car of new wheat was received at Winnipeg on August 6. It graded No. 1 northern of good quality and went about 18 bushels to the acre. It was from Rockwell, Man.

driveway and dump, a convenience every farmer appreciates.

Rosemoor is a station on the C. H. & D. Ry. in Fayette County (near the west line), between Jamestown (Greene County) and Edgefield (Fayette County) in the rich Miami Valley, where the farmers, in these days of good crops and high prices, are all getting to be capitalists. Mr. Dwyer's headquarters are at Jamestown, and in the elevator at Rosemoor he is doing a fine business.

Purchases of 400,000 bushels of Manitoba rejected oats were reported early in July for shipment to New England feeders. The price was 53½ cents c. i. f. Buffalo, duty of 15 cents per bushel paid. The oats are of good feeding quality and net the Manitoba seller about 37 cents per bushel.

For the first time in many seasons a boatload of grain was sent all the way by water from Toledo to Liverpool, the Paddock-Hodge Company having shipped 25,000 bushels of wheat on the steamer Bickerdike, which cleared July 21. The grain was lightered into a sea-going vessel at Montreal. The rate to Montreal by rail for 100 pounds was 12 cents.

[For the "American Elevator and Grain Trade."]
SUCTION GAS PRODUCER POWER.

BY L. P. TOLMAN.

Probably no invention has ever come into so great public favor in so short a time as the suction gas producer. Introduced into the United States about five years ago, this system of develop-

the top. This has double closure, so that fuel can be introduced without at the same time admitting air. In the process of partial combustion which takes place producer gas is generated.

The hot gas passes through a vaporizer in which a small amount of steam is formed which, with a limited amount of air, passes under the grate of the producer. In the smaller sizes, the vapor-

it is always advisable to use a gas tank between the scrubber and the engine, in which a certain amount of gas is stored in ready use for the engine. This is especially desirable where the loads are variable. In the care of the producer, the principal attention needed is to poke the fire every few hours, according to quality of the coal, in order to break up and remove clinkers, which would otherwise interfere with the making of sufficient gas. Poke holes are provided so that every part of the fire can be reached conveniently.

Engines of the type shown in Fig. 3 are made in sizes 50 H. P. and smaller. This type of engine has been designed with the utmost care and is especially adapted for operating on producer gas. The construction includes every essential feature generally recognized among engineers as necessary in a thoroughly modern producer gas engine of the horizontal type. In order to insure high efficiency the engine has high compression—nearly 200 lbs. To stand this high compression all of the working parts of the engine are made exceedingly massive, especially the crank shaft and main bearings. The engine has vertical valves, as shown, the inlet valve being on top and seated in an easily removable valve cage. On taking out this valve cage the exhaust valve can be removed through the same opening in the cylinder head. Both valves are mechanically operated. The spiral gears for driving the cam shaft are entirely enclosed and run in a bath of oil. This insures a quiet running engine.

The igniter is of the "make-and-break" type, designed to secure the greatest possible reliability.

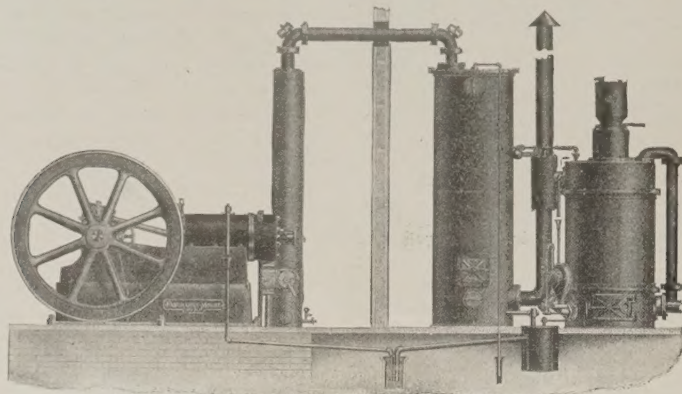


FIG. 1. SUCTION GAS PRODUCER PLANT OF THE SMALLER SIZE.

ing power from coal and lignite has already become a commercial reality and is fast gaining approval among engineers and power users.

About five years ago American manufacturers began to take a live interest in the success of European, and especially German, suction gas power plants. American engineers visited Europe and in this way learned at first hand what was being done abroad. As early as the year 1904, it is estimated that there were over 10,000 suction gas power plants in Germany alone. They had come into general use and were found in the finest hotels, stores, factories, etc., for electric lighting and other power purposes. The actual users of the plants were enthusiastic over the results. That producer gas power is a pronounced success in the United States also is indicated by the hundreds of satisfactory installations now in operation on American coals and lignites and by the greatly increased demand for power plants of this type.

Some of the reasons for such rapid development may be summed up briefly: First, the remarkable economy effected, fuel cost with producer gas power being usually from one-half to one-fourth as much as with gasoline engine or steam power; second, simplicity of the apparatus, the producer in which fuel gas is generated from coal or lignite being almost as simple as an ordinary furnace used for heating purposes; third, absolute safety in its use; fourth, cost of attendance is reduced to a minimum; fifth, no smoke stack and no smoke; sixth, relatively small amount of coal to be handled and stored and very few ashes to be disposed of;

the vaporizer is at the top of the producer, where it uses the waste heat from the escaping gas and where, at the same time, the water keeps the top from getting too hot. In the larger sizes the vaporizer is separate and connected to the producer by piping.

From the vaporizer, the hot gas flows through

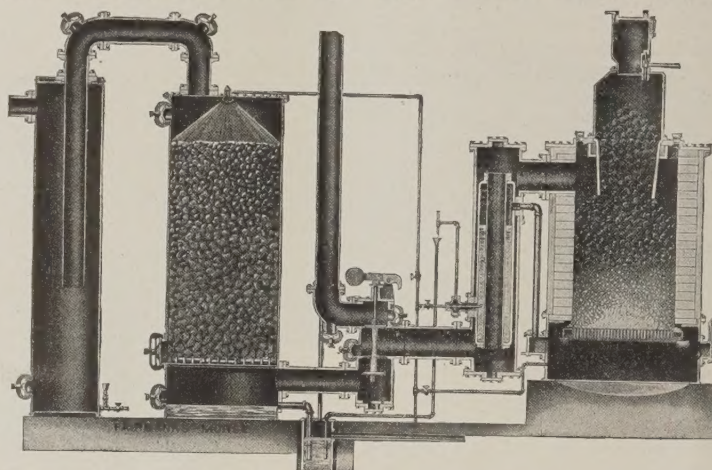


FIG. 2. SECTIONAL VIEW OF FAIRBANKS-MORSE SUCTION GAS PRODUCER.

the scrubber, which is merely a cylindrical-shaped tank filled with coke, over which a spray of water is constantly sprinkled. The large contact surface of the coke effectually cleanses the gas of dust and impurities carried over from the producer,

Igniter is fitted with "early-and-late" mechanism, by means of which the ignition can be adjusted late for starting and early after the engine is in operation. The timing of igniter can be adjusted while the engine is running, which is especially important with producer gas. The igniter body is tapered and ground into a corresponding tapered hole in the cylinder, thereby avoiding the use of gaskets and giving a better cooling effect to the igniter, due to the metallic contact with the water-cooled surface of the cylinder head.

The governor is of the fly-ball type, very simple and substantial. The action is such as to admit more or less mixture at each charge, according to the load. The governor valve is perfectly balanced and is so constructed that there is no frictional or sliding contact to become fouled by any impurities in the gas. Moreover, the valve can be removed and replaced in a few minutes without disturbing any adjustments. These are features of great importance with producer gas.

For starting, the engine is fitted with complete automatic valve gear so that the engine can be started automatically on compressed air. When the engine gets up to speed the air is shut off and then the engine gradually "picks up" on producer gas.

Without going here into comparisons of fuel economy, steam with gas producer plants which would not be entirely practicable or clear in the space available, it may be said that the remarkable

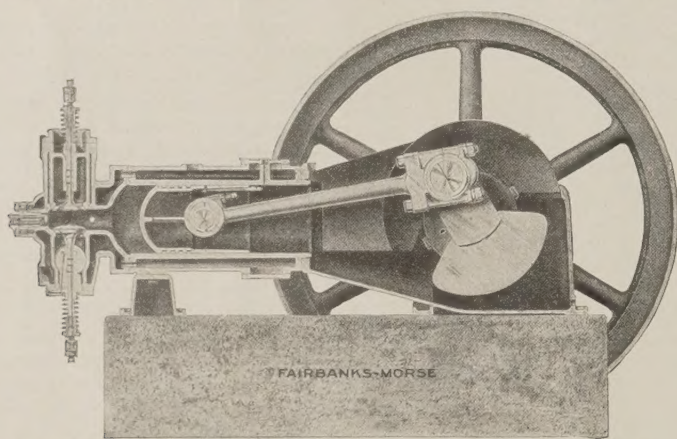


FIG. 3. SECTIONAL VIEW OF HORIZONTAL TYPE PRODUCER GAS ENGINE.

seventh, ease of starting; eighth, comparatively small stand-over loss.

Fig. 2 illustrates a sectional view of the Fairbanks-Morse Anthracite Suction Gas Producer. All of the principal features are clearly shown. Coal is admitted to the producer through a hopper at

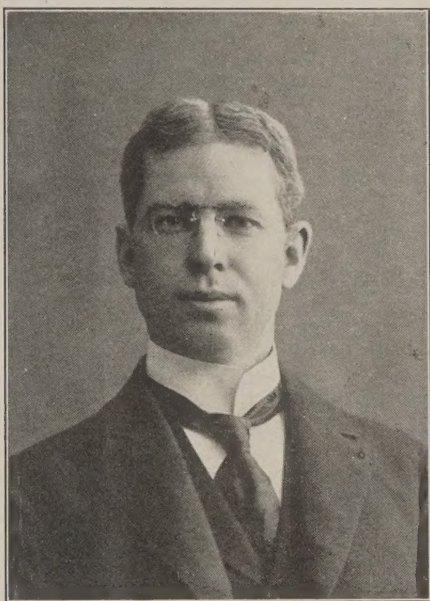
and also acts to cool the gas, which is essential in order to prepare it for use in the engine.

With certain fuels, especially when much tar is encountered, it is also necessary to add a sawdust purifier in order to abstract the last traces of tar from the gas. While not absolutely essential, yet

economy of the gas producer plants, together with the numerous other advantages mentioned briefly in the foregoing, has created a large and steadily growing demand for this form of power equipment. This fact and the surprisingly large number of installations already in successful operation on American coals indicate that a new industry has been created in this country. Power users and engineers will therefore welcome suction gas producer power as the logical solution of many of their power problems, especially in sections where local fuel costs are favorable. Indeed, when the actual merits of the subject are considered, it is not unreasonable to predict that the demand for producer gas installations may soon exceed even the most optimistic hopes of the manufacturers.

COLORADO GRAIN DEALERS.

The next meeting of the Colorado Grain Dealers' Association will be held at the Traffic Club, Denver, on Saturday, August 22, at 10 a. m. and



G. E. ADY, PRESIDENT.

at 2 p. m. At 12:30 the Denver dealers will serve lunch, and in the evening the visitors will be further entertained at one of the popular Denver resorts, probably the Lakeside. Both entertainments will be free to individuals.

Several matters of interest and importance to the grain trade of the state will come up at this meeting, the most important of which will be that of devising some way of establishing destination weights and grades on all grain shipped into Colorado. Another important topic will be the proposed advance in rates by the rail carriers. These and all other matters brought before the meeting will be thoroughly and exhaustively gone over; and every one attending should be willing to offer suggestions he may think would benefit all.

The officers of this association are G. E. Ady of Denver, president; T. F. Savage of Denver, vice-president; G. S. Clayton of Denver, secretary; T. L. Jamison of Trinidad, treasurer; and W. C. Moore of Ft. Collins, D. L. Upton of Colorado Springs and Albert Wright of Denver, directors.

The list of members is as follows, except that some names may have been added since the list came to us:

Berthoud, Colo.—Lovejoy Bros.
Boulder, Colo.—Boulder Mill & Elevator Co., C. W. Rowland, mgr.; H. B. Smiley.
Canon City, Colo.—Canon City Milling Co.
Cheyenne, Wyo.—E. S. Johnson.
Colorado Springs, Colo.—H. A. Robinson Grain Co., Seldomridge Grain Co., Upton Grain Co.
Denver, Colo.—Ady & Crowe Mercantile Co.; Ayers Mercantile Co., J. L. Barr, mgr.; J. D. Best

& Co.; Crescent Mill and Elevator Co., E. C. Wechbough, mgr.; Cash Commission Co., Geo. S. Clayton, mgr.; Empire Fuel and Feed Co., Albert Wright, mgr.; Excelsior Mill and Elevator Co., M. C. Dolan, mgr.; Hungarian Mill and Elevator Co., T. L. Savage, mgr.; W. F. Thompson Mercantile Co., Ivan Scherrer, mgr.; Farmers' Mill and Elevator Co., J. R. Forsyth, mgr.

Eaton, Colo.—Eaton Grain Co., M. S. Losey, mgr.

Elbert, Colo.—Elbert Elevator Co., W. A. Albright, mgr.

Ft. Collins, Colo.—Moore & Jackson Grain Co.; Moody-Warren Commission Co.

Greeley, Colo.—Farr Produce Co.; Model Mill and Elevator Co., C. E. Bell, mgr.; Farmers' Mercantile Co., A. Igo, mgr.

Golden, Colo.—Rock Flour Mills, J. C. Devalon, mgr.

Idaho Springs, Colo.—J. M. Ogden.

Johnstown, Colo.—Johnstown Mill and Elevator Co., Edw. Devalon, mgr.

Kersey, Colo.—E. C. Burke.

Lucerne, Colo.—Lucerne Produce and Elevator Co., J. B. Grant, mgr.

Leadville, Colo.—W. A. Young.

Longmont, Colo.—Farmers' Mill and Elevator Co., J. R. Forsyth, mgr.

Loveland, Colo.—Big Thompson Mill and Elevator Co., H. E. Kelley, mgr.

Monte Vista, Colo.—J. S. Campbell.

Plattville, Colo.—B. Springfield.

Pueblo, Colo.—A. McClelland.

Trinidad, Colo.—Jamison-Conger Grain and Produce Co., T. L. Jamison, mgr.; Bancroft & Marty Fuel and Produce Co.; Quillitch Bros. Grain Co.

GAIN AND LOSS.

Baltimore grain men express themselves as in the midst of a "remarkable business revival," which is doing much to make them forget the depression which prevailed a year ago and extended almost up to the first of July of this year.

The receipts of wheat at Baltimore since the new crop began moving have been largely in excess of those for the corresponding period of last year, says the American, the figures being 475,000 bushels this year, as compared with 2,200 bushels for the same period in 1907, as the crop began moving later last year. The dry weather which was experienced during the harvest time enabled the farmers to thrash and deliver their wheat in very good condition as a rule, in a very large percentage grading No. 2 red this year, in marked contrast with last season, when so much damaged and damp wheat came to market, on account of the protracted rains at or about harvest time.

In the meantime the New Orleans Picayune quotes a local grain man as supporting the theory that that port is losing its grain trade and assigns as the cause the refusal of local bankers to give grain exporters the usual accommodations required by business men in their line. "Up to five years ago," says the Picayune's complainant, "we had no difficulty in securing all the money needed to finance grain to ships through this port, and we never heard an objection; in fact, we were importuned to place loans on grain, and as a result we shipped from 20,000,000 to 40,000,000 bushels of grain through New Orleans every year. Now, simply because of the position taken by our bankers we seldom reach 10,000,000, and with the activity manifested by rival ports New Orleans will be a prepay station, so far as grain exports are concerned; our expensive elevator plants turned over to the bats and the grain men, like Arabs, will fold their tents and silently steal away."

The Manhattan, Kan., Experiment Station will have about 10,000 bushels of improved seed wheat for distribution this season. The wheat this year will be of the following varieties: Kharkov, Malakoff, Turkey, Bearded Fife and Defiance, all hard wheats; Fultz, Zimmerman, Fulcaster and Medit-

terranean, soft wheat for eastern Kansas; also about 1,000 bushels of Tennessee winter barley for eastern Kansas. The college wheat, thoroughly cleaned and graded, will cost \$2 per bushel, f. o. b., including sacks. Wheat from growers in various parts of the state well cleaned, will in most cases be sold at \$1.50 per bushel, practically as good wheat although possibly not so well graded. It is the intention this year to arrange for a very wide distribution and only about fifty bushels will be sent to a county and at first not over ten bushels to any one farmer.

OTTO WAITZMANN.

On all its favored sons Germany stamps its impress. It is the impress of clear vision, of strength of mind and body, of loftiness of soul. It had its birth with Charlemagne and its spirit sees its culmination in the poetry of Heine and of Schiller and the songs of Schubert and Mendelssohn-Bartholdy, and Otto Waitzmann of Chicago, the subject of this sketch, is one of Germany's favored sons.

Mr. Waitzmann is a grain merchant, but he



OTTO WAITZMANN.

knows his Goethe and Schiller and is himself a musician of no small ability. He was born in Stuttgart, Germany, in 1869 and received his education in the best German schools. He came to the United States in 1887 and has since been engaged in the grain or packing house interests, for six years in Indianapolis, Ind., and the balance of the time in Chicago.

Four years ago Mr. Waitzmann engaged with Rosenbaum Brothers of the Chicago Board of Trade as wheat salesman and manager of the export business for the firm. He has traveled extensively on the other side and is fully acquainted with foreign markets and grain conditions. His knowledge of five languages, each of which he writes and speaks fluently, is especially helpful to him in conducting this branch of the firm's interests. Mr. Waitzmann is well known among the milling and grain trade of the central states and East, and is a regular attendant at state meetings of all the principal flour and grain associations.

The assets of Frank P. Glazier, former state treasurer of Michigan, grain dealer, promoter, etc., who failed a year or so ago, are found to amount to only about \$30,000. The prospects for a dividend of generous proportions are slight.

Ohio wheat is pretty well loaded in the field with cut worms. King & Co. says: "Don't be alarmed. Give it a light blow and the cut worms will disappear. Don't store it with them in, or they may hatch out later and cause weevil trouble. Blow it, and save trouble."

WESTERN GRAIN DEALERS' ASSOCIATION.

The Iowa Grain Dealers' Association met at Des Moines on July 14 and 15 and voted to incorporate as the Western Grain Dealers' Association with officers composed of J. A. Tiedeman of Sioux City, president; J. E. Jackson of Cedar Rapids, vice-president, and Geo. A. Wells of Des Moines, secretary-treasurer. The directors are M. Rothschild, Davenport; E. J. Skewis, Minneapolis; D. S. Baird, McGregor; Lee Lockwood, Des Moines; I. L. Patton, Newton.

The first session was called to order at 10 a. m., in the Savery Hotel, by President George A. Stibbens of Red Oak, who read his annual address as follows:

This is the eighth annual convention of the Iowa Grain Dealers' Association. Our program being somewhat crowded, we have thought best to dispense with the usual formalities, and my remarks will, therefore, be brief.

It is unnecessary, I think, for me to dwell upon the benefits and work of this Association. The regular monthly circular publications issued by the secretary have kept you informed of the general work done.

I have no doubt there are those among our members who have had differences with the terminal dealers that have been adjusted through the Association; that some have obtained more or less information of various kinds pertinent to the grain trade through the office of the secretary; that you appreciate the necessity of the Association in legislation; that you recognize the value of competent and practical reports of crop conditions, grain supplies, etc., as compiled by the secretary; that it is beneficial to your business to have a correct list of grain dealers placed in the hands of the terminal grain trade, thus advertising your business and bringing you into communication with a larger field of trade than without such a published list; that you appreciate the influence and prestige of this organization in obtaining settlement of claims against the railroad companies; that the work of inspecting and repairing scales as conducted by this Association has greatly improved the general condition and accuracy of the scales in this state, and that this Association has been an important factor in obtaining improved conditions in terminal markets, the establishment of Board of Trade supervision of weights, with official record of condition of cars and car seals, the abolishment of carload dockage, better police protection in railroad yards, etc.

The Iowa Grain Dealers' Association has always exercised much influence to encourage the improvement of the grain crops of this state. I find that the records show the following facts:

At the annual meeting of this Association on April 2, 1903, Prof. Holden conducted a corn judging contest; since that time corn judging contests have become general over the state.

The legislature and the Agricultural College have been continually urged by this Association to provide for practical education along the line of improvement of grain crops.

The "Seed Corn Special Trains" that have become famous all over the world were originally promoted and conducted under the management of this Association.

In the spring of 1904 over 1,000 farmers were supplied with small samples of high grade seed corn by this Association and the corn crop of those localities gives wonderful evidence of improvement resulting therefrom.

This Association has also been active in promoting the establishment of experiment stations on the county poor farms of the state, in accordance with a resolution adopted at the annual meeting of 1904. In this connection I would recommend that every influence possible be exercised by this Association to encourage the improvement of the oat crop that has become very much deteriorated.

I mention these matters as evidence of the fact that the Iowa Grain Dealers' Association has not been conducted altogether on selfish lines, but has performed an important service for the public welfare.

As president of this Association I am prompted to make a few recommendations for your consideration at this time.

The uniform bill of lading is a matter of vital importance to the grain trade, and it should be seriously considered by the railroads and the grain trade, with a view of adopting a special bill of lading for the use of the grain shipper alone. Personally I am in favor of the railroads issuing a bill of lading to the grain dealers leaving out all the printed conditions now used in bills of

lading. Unless the railroads and the shippers come to some understanding, it is very liable to become a political question, and should Congress attempt legislation along this line and agree on a uniform bill of lading, it, no doubt, would be unfair to all parties concerned, for the reason that Congress has but little knowledge of the grain business. I urge careful and candid discussion of this matter, and suggest that this organization appoint a committee to meet representatives of the various railroads for the purpose of adopting a bill of lading to be used exclusively by grain shippers. In my opinion, a simple receipt for a car of grain is all that is needed.

The pure seed law of this state is not a good law, and should be revised and made practical. I trust that after discussing the question with Commissioner Wright you will be able to decide upon some measure that will suggest a remedy and take such action as may seem most effective to that end.

Under the plan adopted by this Association of having the members refer refused freight claims to the Association, we find that there are certain general propositions under which the shipper and the railroad claim departments are not altogether harmonious. The general freight claim agents have been invited to attend this meeting and participate in a candid discussion of these matters. I trust that this discussion will be conducted in good faith and in a friendly spirit, with the idea of establishing a better acquaintance and understanding that will be satisfactory to all parties concerned.

Personally, I am not inclined to antagonize the railroads, and I believe it has always been the policy of this Association to encourage friendly relations with them, but it is none the less important that we urgently insist on such legal rights as will give the shipper good service and eliminate hazardous conditions that affect profits and enable the grain dealer to conduct his business at a minimum expense and to pay the farmer the highest price possible for the grain.

I understand that some railroad companies have adopted the plan of charging rental for elevator sites on basis of earning a revenue on appraised value in lieu of the nominal basis as heretofore and that the arbitrary conditions of the former leases are still provided for in the new leases. No other class of shippers are required to provide warehouse facilities as is required of the grain dealers. The 30-day removal clause, practically providing for the confiscation of the elevator property, as contained in railroad leases, is unjust if not illegal. It is my opinion that this Association should insist on one of two propositions—(1) the nominal rental basis, or (2) time leases without release of liability for damage done by fire, etc., and all other provisions that may be unreasonable and not in accordance with common law.

There has been some discussion regarding the right of terminal dealers to charge interest on drafts. It is my opinion that terminal dealers are entitled to such interest charge as against the shipper except when the unloading of cars is delayed at the convenience of the buyer, when the interest should be against the buyer, or an arbitrary limit of time after arrival of the car fixed, in order that interest against the shipper shall cease to accrue. I have no doubt that the different boards of trade would give consideration to any suggestions that may be formulated into resolution by this Association.

Prof. Bowman, the oat specialist of the Iowa State Agricultural College, has some ideas regarding the improvement of the oats crop and a proposition to make that should be of interest to this Association. Improvement of the oat crop is of vital importance to the grain trade of this state. I sincerely hope that you will give this matter serious consideration and Prof. Bowman your earnest support in his work.

I desire especially that you give your earnest support in promoting the work of the National Corn Exposition to be held at Omaha this winter. General Manager Jones will have a proposition to offer that will result in much good if the grain dealers will give their support, and also prove to be a great educational force in the improvement of the grain crops.

I trust that the grain dealers will attend the meeting of the Western Grain Dealers' Mutual Fire Insurance Association that will convene tomorrow, at 1:30 p. m., in this room. This is, in fact, a feature of the work of the Iowa Grain Dealers' Association and has saved some money for those members who have taken insurance. The discussion of the question of insurance is educational and you will find the meeting profitable in the same sense.

Grain trade conditions are continually changing. The work of this Association, as you have un-

doubtedly observed, has become less local in its application and broader in its scope, dealing more largely with terminal market conditions, transportation problems, and the establishment of equitable and economical trade methods. There is at present no organization of grain dealers in Missouri and Nebraska, and it would seem to be consistent to extend the membership of this Association into such territory where no organization now exists. The constitution and by-laws of this Association do not provide for regular membership of terminal grain dealers. I believe that this is inconsistent and a disadvantage to the Association under present conditions, as in regard to the matter of freight claims many shippers file their claims through their commission firms who have, therefore, a better understanding of freight claim problems than the shipper and that more thorough work may be done along this line by having a closer relation with the terminal dealers. There are also other similar reasons why terminal dealers should be included in our membership. I would suggest that you give this proposition your careful consideration.

As I have already suggested, our program is crowded and I hope that the dealers will respond promptly in their discussion and deliberations.

President Stibbens appointed the following committees:

Resolutions—J. A. King, B. A. Lockwood, M. E. DeWolf.

Nominations—E. L. Bowen, A. H. Wood, A. D. Hayes.

The financial statement read by Secretary Wells showed cash on hand March 31, 1907, \$868.32, with receipts for the year \$5,671.87, making a total of \$6,540.19.

The disbursements were \$6,101.82, leaving cash on hand March 31, 1908, \$419.92.

E. J. McVann, secretary of the Omaha Board of Trade, made an address on "Uniform Bill of Lading," at the conclusion of which an adjournment was taken for dinner.

TUESDAY AFTERNOON.

The afternoon session opened with the reading of the report of Secretary G. A. Wells. The report follows:

The work as conducted by this Association during the past year has been in a general way a repetition of the routine of the preceding year, except that we have added the fire insurance feature.

Membership.—Our membership now includes 529 elevators operated by 321 individual firms. Three hundred and two of these elevators are operated by 291 local dealers and 227 elevators by 30 firms operating more than 2 elevators each.

Arbitration.—During the past year there have been very few cases of difference with terminal dealers referred to this Association, all of which have been adjusted without arbitration.

Bureau of Information.—Under this heading the work of the secretary has been largely increased during the past year; in fact, it is almost impossible to keep up the work which requires continual investigation in order to give competent service and information. The members of this Association are no doubt aware that your secretary has always kept the door wide open for all kinds of propositions and I have done all in my power to keep informed in order to give correct general information on subjects relating to the grain trade.

Crop Reports.—Have been compiled monthly with the idea of giving the trade the most practical information possible including acreage, growing condition, yield, quality, grain in farmers' hands, in elevators, etc.

Fire Insurance.—The Western Grain Dealers' Mutual Fire Insurance Association was organized Aug. 15, 1907, as an auxiliary of this Association, a separate corporation, however, being required under the insurance laws of this state. During the ten and one-half months of the fiscal year that ended June 30, 1908, we wrote \$490,300 of insurance, the cost of which was 48 per cent of our basis rate.

Directory of Grain Dealers.—We have annually published a directory of grain dealers, placing one or more copies free of charge in the hands of each terminal grain dealer soliciting business in this state, in order that the business of those dealers who operate proper facilities whether members of this Association or not, may be correctly advertised to the terminal grain trade. I trust that the benefit of such published list is obvious to the grain dealers of this state.

Legislation.—On invitation of President Reynolds, of the Grain Dealers' National Association,

and with consent of our governing board, last March I attended a hearing before the committee of interstate and foreign commerce at Washington, D. C., and personally presented an argument before that committee against the McCumber Bill that provided for federal supervision of inspection of grain.

Freight Claims.—During the past year we have endeavored to facilitate the collection of claims against railroads in the following manner—(1) Have prepared different blank forms that we have supplied our members and given suggestions or assistance in preparing such claims to be presented by them direct to the railroad claim department. (2) When claims thus presented are refused, we suggest that the claimant have all papers returned to him and turn them over to us, and if after careful examination we consider that the claim has merit, we file the same with the claim department for reconsideration. If then the claim is finally refused and the claimant desires, we place the papers in the hands of our attorney to enforce collection.

Our work in this connection has developed a few general propositions regarding which there is some difference of opinion as between our members and the railroad claim departments, and it is with the idea of establishing if possible a better understanding and agreement that we have invited the general claim agents of the different railroads to attend this meeting and candidly discuss some of these questions with us. We believe that a better understanding will be of benefit to the railroad claim departments as well as the shippers.

These questions may be considered in the following order:

First—In claims for loss because of leakage and stealage in transit. The railroad claim departments sometimes offer in opposition to such a claim a statement something like this, to-wit, "The car arrived at destination in good order with seals intact," and refuse payment on basis of this statement with no evidence whatever to substantiate such statement. Cars loaded with grain leak in transit, are repaired en route and at division points without reliable record being made of such leaks and repairs, thus the leaky condition is not apparent at destination. Duplicate numbered seals may be broken and replaced while car is standing in the railroad yard and there would be no evidence of record of such broken seals, and cars are not always promptly resealed by the station agent after loading or by the railroad yard man after inspection at destination. Therefore, the statement thus offered is not conclusive evidence as a basis of refusal to pay such claims. The claimant, however, is required by the claim department to offer conclusive evidence to substantiate his claim.

It is my understanding that the common law holds the railroad company responsible to the shipper for delivery at destination of the full amount of grain loaded into the car with no allowance for shrinkage, and that the weights offered by the shipper are final as evidence unless shown to be incorrect, and the burden is upon the railroad company to discredit such evidence. I understand that the common law has upheld this principle from the very first existence of the common carrier up to this time, and that the rates of freight established by the railroads and other common carriers have always contemplated the responsibility of the carrier to the shipper for any loss or damage occurring in transit. Whether or not it is reasonable for this association to insist on the common law right of the shipper as suggested is a question that we desire to have discussed by the members and representatives of railroad claim departments, and if possible amicably decided.

Second—In claims for damage because of delay in transit on account of decline in market value, certain claim agents offer as a basis for refusal the statement, "As a common carrier this company does not guarantee to get grain through for any specified market and unless gross negligence can be shown causing the delay, there is no liability." It is my understanding that a common carrier in accepting a shipment of freight is legally required to transport such freight to its destination within a reasonable time and that all court decisions have been based on that principle. I have found that the cause of delay in many cases is on account of carelessness in the operating department, and it would seem that the best influence that may be used to correct the causes for delay in transit would be for this Association to enforce the collection of claims for damage on account of such delay in transit strictly in accordance with the common law.

Third—There are special claims of different kinds that involve the question of rates as follows: (1) A rate quoted in error by the agent; (2) shipment routed in error by the agent; (3)

special understanding or agreement with agent regarding minimum weight, etc.

The interstate commerce law, while beneficial in preventing rebates and discrimination, has established by necessity certain cumbersome conditions. Under the provisions of interstate commerce law, a railroad freight tariff when published and filed with the Interstate Commerce Commission becomes operative, and it is the duty of the Interstate Commerce Commission to enforce such railroad tariffs to the letter. It has been ruled by the Interstate Commerce Commission and decided by the courts, that a railroad company is not responsible for a rate quoted in error by an agent. The railroad company is required to publicly post its printed tariffs convenient for the inspection of the shipper and the burden of the construction rests with the shipper. The railroad company is not responsible under the interstate commerce law for a rate quoted in error by the agent. I am inclined to believe, however, that it might be possible for a shipper to recover damage in court.

The Interstate Commerce Commission have advised that a railroad company would be held to apply the rate of the most direct routing where through an error of the agent the shipment was routed otherwise. In a certain case the railroad company provided a car for shipment of grain and when partly loaded it was found to be in bad order at one end, but as cars were scarce the agent agreed with the shipper that the car be shipped thus partly loaded and that freight would be charged for actual weight contained therein, and the billing was marked showing this agreement. Freight was, however, collected on basis of minimum weight making an overcharge of about \$25 in freight. The railroad company recognized the validity of the claim, but refused to pay unless authorized by the Interstate Commerce Commission, who refuse to authorize except upon a formal hearing. We believe that such claim should be authorized on an informal hearing and that the courts would unquestionably hold the railroad company liable to the shipper in this case regardless of interstate commerce law. I mention this case as an example of a cumbersome method that it would seem might be avoided.

Scale Inspection.—During the past year we have inspected about 800 scales, some of which were repaired by our inspector, Mr. Nolan. We note by his scale inspection reports that the general condition of scales is much better than when we began this work three or four years ago. In connection with scale inspection, Mr. Nolan is also inspecting our insurance risks and using his reports as a basis we shall endeavor to improve also the character of our insurance risks. Our members will, no doubt, recognize the economy accomplished in this work of joint scale and insurance inspection.

Terminal Markets.—There has been very little change in terminal market conditions during the past year. Memphis has discontinued absolutely carload dockage. Kansas City, it seems, has done the same, so far as its weighing department is concerned, but certain firms in that market still continue to deduct 100 pounds per car in making up their account of sales. Omaha still continues the carload dockage system.

There is some complaints of delayed reinspection. Notwithstanding the fact that the board of trade rules provide that the buyer must reject by 1 o'clock the next day succeeding purchase, the commission merchant does make special agreements giving the buyer privilege of reinspection when car is placed at the elevator. This is a disadvantage to the shipper who never knows when sale is complete. I would suggest that board of trade rules should in this connection require the commission merchant to advise the shipper giving buyer privilege of reinspection as this would put the general proposition up to the shipper and if he desired he could instruct his commission merchant not to sell on such terms.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association was present and made a short talk on the subject of the 100 pounds dockage. He said that the only two markets where the dockage custom is still in vogue in the United States are Kansas City, Mo., and Omaha, Neb.

The subject of freight claims was taken up in a general discussion by general claim agents of some of the leading Western railroads. Shippers were urged to present all the facts of the case when presenting claims, as it would facilitate the work of the claim agents and secure a more speedy payment of just claims.

Prof. M. L. Bowman, of Iowa State Agricultural College, made an address on the subject "Buying

Grain on its Merits an Additional Force in the Improvement of Grain Crops."

The session then adjourned.

WEDNESDAY SECOND DAY.

The first part of the Wednesday morning session was taken up with the election of officers and in the formation of the new Western Grain Dealers' Association, which is in fact, the old association incorporated and identical in everything excepting the name.

J. A. King read the report of the committee on resolutions. It was adopted as follows:

IMPROVEMENT OF CEREAL CROPS.

Whereas, The Western Dealers' Association is desirous that greater interest be aroused among our people that will lead to an improvement in the quantity and quality of our cereal crops; and

Whereas, We believe that great good may be accomplished by our College of Agriculture by paying more special attention to the improvement of the small grains, as has heretofore been done in the improvement of our corn; Be it

Resolved, That we, the members of the Western Grain Dealers' Association, express our appreciation of the splendid work along the line of small grain improvement now in progress at our state experiment station, and of the special work the Farm Crops Department of the Iowa State College is doing in creating greater interest in the improvement of small grains among its agricultural students by the addition of special courses in grain judging, as have heretofore been held in the judging of the corn; and be it further

Resolved, That we, the members of the Western Grain Dealers' Association, in order to stimulate greater interest in the improvement of small grains among our students of agriculture, and being in favor of assisting in the offer of an inducement to stimulate effort for such improvement, to that end suggest that each member of this Association, and all other persons interested in grain, contribute such sums as they feel disposed toward a fund to be used for the purpose of purchasing a trophy to be known as the Western Grain Dealers' Trophy, which will be offered as a prize to be competed for annually by our agricultural colleges, said contest to be held in connection with the National Corn Exposition, and said trophy to be won three times before becoming the permanent property of any institution. The competitive judging work for which this trophy shall be offered is to be in the grading of grains, the details being regarding the rules and regulations governing the contest to be left to a committee of three to be appointed by the Western Grain Dealers' Association.

PURE SEED LAW.

Whereas, In the opinion of the members of the Western Grain Dealers' Association the law enacted by the last General Assembly of Iowa relating to the sale of agricultural seeds in its present form is not effective in preventing the sale of impure seeds; and

Whereas, The said law does not apply alike to all who may offer to sell seeds, and is, therefore, unjust; therefore,

Resolved, That we urge upon the members of the next Legislature of Iowa the necessity and importance of so amending the said law, if it shall remain in force, as to make it a just law, and effective for the purposes intended by its enactment.

INLAND WATERWAYS.

Resolved, That the Western Grain Dealers' Association recognizing the necessity of increased facilities for the movement of the large and constantly increasing freight tonnage, in order that our vast commerce may not be curtailed by unavoidable delays, and realizing that the movement of freight can be profitably done by water for a less price than by rail, and that the development of the resources of the interior portion of our country will be enhanced; and believing that advantage and profit will accrue to our people by the improvement of our internal waterways, hereby express its appreciation of the efforts being made in the interest of such improvements, and we earnestly declare in favor of a general plan of improving our internal waterways, and we respectfully urge our senators and representatives in Congress, and other public officials, to use their influence for the accomplishment of this valuable achievement.

CARLOAD MINIMUM FOR SEEDS.

Whereas, The Western Classification Committee has under consideration the establishment of a higher minimum weight for carload lots of field

seed than the present minimum of 24,000 pounds; and

Whereas, The increase will in many instances work inconvenience and hardship to the country grain dealer; and

Whereas, The present minimum pays to the railroad an average of more than \$70 gross revenue for a minimum carload from the average Iowa station to Chicago rate points, which is remunerative; be it

Resolved, That the Western Grain Dealers' Association vigorously protests against said increase and instruct the secretary to communicate this resolution to the Western Classification Committee, and we instruct him to make all efforts possible to prevent this increased minimum, which will in many instances prevent our members from trading in carload lots, and compel the payment of prohibitive freight rates.

IN MEMORIAM.

Whereas, From its inception, the Iowa Grain Dealers' Association enjoyed the unfailing friendship and helpful counsel of E. J. Edmonds; and

Whereas, The Great Accountant of the Universe has struck upon the Ledger of his Life, its final Balance; be it

Resolved, That the Western Grain Dealers' Association assembled deplores his death and extend to his family our sympathy.

The secretary is instructed to communicate these resolutions to his bereaved family and engrave them in the records of this Association.

Whereas, God in His wisdom elected to call home Captain Milton T. Russell, a former friend and honored members of this organization; therefore, be it

Resolved, That we the Western Grain Dealers' Association in annual convention assembled, deeply regret the loss of one who always exercised so strong a personal and beneficent influence amongst men. His cheer and optimism was over a potential factor in our gatherings and deliberations. We extend to the bereaved family our sincere sympathy in this their great loss and mourn with them and his unnumbered friends.

MISCELLANEOUS.

Resolved, That the members of the Western Grain Dealers' Association, attending this annual meeting are indebted to Mr. E. J. McVann for his address on a subject of importance to us, the Uniform Bill of Lading, in which he gave us such a comprehensive and thorough explanation of the work which has been done along that line, the rights of shippers, and the effect of different forms of bills of lading.

Resolved, That we recognize the necessity of improvement in the quality of small grains to be grown in Iowa, and the importance to the people, more particularly the farmers, of making an effort not only to improve the quality, but to secure such varieties of seed as will be best adapted to our soil and climate, that the returns may more nearly equal the results that should be obtained from Iowa farms, which was so plainly shown by Prof. Bowman in his talk upon that subject.

Resolved, That we believe the splendid discussion with the representatives of the railroads of the subject of claims will result in better understanding, a possible reduction of the work of adjustment, and consideration which will be more satisfactory to both railroads and shippers. The explanations of the methods of the railroad companies in handling claims and of their attention toward the shippers in the matter of claims gave the grain men present a clearer idea of the matter and a better assurance of an intention to deal fairly with us on that unpleasant part of our business, the settlement of claims, and we sincerely thank Messrs. C. C. Richards, general claim agent, C. & N-W. Ry.; W. O. Bunker, general claim agent, C. R. I. & P. Ry.; R. Kirkland, general claim agent, Ill. Cent. Ry.; C. H. Newton, general claim agent, Wabash Ry., and C. W. Jones, division superintendent, C. R. I. & P. Ry., who so kindly gave us of their valuable time to attend the sessions of our meetings and talk over these questions with us.

Resolved, That we were pleased to learn of the work being done for and the assurance of success of the National Corn Exposition, as outlined by Prof. J. Wilkes Jones, general manager.

Resolved, That the very able and exhaustive address by Hon. B. P. Birdsall, on the subject of "The Improvement of Our Internal Waterways," together with the introductory by Mr. A. C. Miller of Des Moines, and the talk given by Mr. S. A. Searle of Omaha, relating particularly to the improvement of the Missouri River, were instructive and entertaining and gave us larger ideas of the possibilities of the proposed improvement of our waterways.

Resolved, That the character sketches by Mr. Wm. Murphy were amusing and enjoyed by all.

Resolved, That as many of the grain dealers

include the handling of agricultural seeds, the talk given us by H. R. Wright, state dairy and food commissioner, concerning the law relating to the sale of agricultural seeds, was instructive and appreciated.

Resolved, That to all of these gentlemen we extend a sincere expression of appreciation for the assistance they so graciously rendered and very materially added to the measure of success of our eighth annual meeting.

TALK ON PURE SEED LAW.

President: Gentlemen, we have with us to-day the State Food and Dairy Commissioner, and I take great pleasure in introducing to you Hon. H. R. Wright, who will now address you.

Mr. Wright spoke as follows:

I saw by the Capital last night that I was present yesterday and made an address on the Pure Seed Law, but the enterprising reporter failed to report what I said, and I will say it again. The fact is I had an engagement and got my wires crossed, and I was sure that it was to-day that I was to deliver the address. I do not offer this as an excuse, but only give the facts as to why I was not here.

The seed law of this state, as your resolution suggests, needs fixing. I had some ambition when this law went into effect last Fourth of July to enforce it, and intended to do so; but the further I got into it and the more I knew about the situation and the effect of the law the more I discovered that it was not what we ought to have; and I am here to say to you, as I said to the city dealers some time ago at the Chamberlin, that the law ought to be remodeled so that everybody would be put on the same basis. Whoever sells seeds, whether he knows anything about them or not, is compelled to furnish the man who buys a statement in regard to those seeds. I propose that the farmer and the commission men, or the grain dealer, shall be put on the same basis and compelled to furnish a statement of these seeds. It is easy to do this if the public desires something of that sort; and if it is right, it should be made as easy as possible for the farmer and grain dealer to do that thing.

But I am proposing as preliminary to that that the Legislature which we may have next winter shall provide amply for seed-testing laboratories, so that seeds may be tested accurately and promptly. We find this to be the fact: A good many local dealers, hardware merchants and people of that kind who handle seeds send in samples of seeds and want a test right away. That is all right when we have only one sample, but when we have 60 or 70 we could not handle them inside of seven or eight days. Of course, the men waiting for the sample to be tested find it inconvenient. So I am proposing that there be established seed-testing laboratories with ample means and a sufficient number of men of qualification and caliber to test seeds promptly; and then provide that any man may have for a nominal fee his seed tested at such places, and then hold him responsible for the seed he sells. There is no reason why the dealer shall be sent to the hardware store or the grocery for this test, as everybody knows they don't know how to make it, and don't pretend to do anything of the kind. That is legal under the present statute, and it is a legal nonsense; and it occurs to me that the thing ought to be fixed as I have said.

Your resolution has a sort of "if" in it—"If this statute remains." Don't worry; it is going to remain right there. The time has come when this country and other countries are going to act to prevent the sale of noxious weed seeds. For the benefit of the association I will say that other countries and states have long had these laws. While this particular law has had a bad start, it's a start all right. I don't think there is any probability that the law will be wholly eradicated or that the statute books will not bear some legislation on the subject. If that be true as a principle, and I think it is, it strikes me that you and me and the rest of us who are interested in this sort of thing ought to get together and make the new law, when we have one, as effective and as fair as possible. The difficulty with the present statute is that everybody except the man who is least able to know what his seeds are must make them right. Everybody connected with the seed business in one way or the other has a way to get out except the man least able to get out. For that reason I have not made any prosecutions under this statute, as I might easily have done; and for that reason I am prepared to propose to the next Legislature what I have suggested.

I know your time is limited and I will not take more of it, unless there are questions which I will take pleasure in trying to answer in regard to any phase of the matter which we desire to discuss.

Mr. Lockwood: I would like to ask, Mr. Wright, if the dealer sells seed to anyone and afterward

a charge is brought against him that the seed was impure, how is that to be determined?

Mr. Wright: The only way to determine that is to have the seed there. We have had lots of complaint from parties that say So-and-so had sold him seed, and after he had planted it found certain weeds growing. He cannot prove that the man sold him the weed seed. It is the thing itself. A man sells a bottle of whisky in a prohibition community—how are you going to tell when somebody drank the whisky what kind of whisky it was?

Mr. Carson: If I sell Mr. McFarlin seed by sample and send him a carload of seed according to that sample, am I violating the law?

Mr. Wright: Yes, sir. When you sell seed you are prohibited from sending any containing quack grass; and if one buys a carload of that you have violated the seed law in selling that particular thing. The man who sells seed now is the fellow that is responsible.

Mr. DeWolf: I presume, then, he would be the loser?

Mr. Wright: Under the present statute, provided he sends prohibited seeds, he would be responsible that way. If he did not do anything of that kind he would not be the loser.

Mr. Carson: I understand if I send a sample of seed to Chicago or St. Louis or to Des Moines, a carload to a seed man in Des Moines, and they buy on samples, I am liable?

Mr. Wright: Your selling to Chicago is something Iowa has nothing to do with, but if you sell to some one within the state and sell timothy seed as timothy seed and it is not timothy, and not seed according to statute, you are liable.

Mr. Carson: If I send him a sample and sell him a carload and he can see the impurities, what then?

Mr. Wright: You are required to have it labeled that it has a certain per cent of impurities. As I said, you cannot get away from that. The statute prohibits quack grass, mustard, etc. This is an affirmative statute. It is not anything you can get away from.

Mr. Carson: Take timothy seed and red top, you cannot get all the red top out of the timothy?

Mr. Wright: We have a standard of 93 per cent on timothy. If timothy has more than 4 per cent of impurities, you are required to put a label on telling what they are.

Mr. Lockwood: If it is true that we could not sell to a seed man up here a carload of seed because of these impurities which can be removed by machinery that the seed men here have to do the business with, how is he going to handle the seed?

Mr. Wright: You do not understand the question. If he has seed that has quack grass in it he cannot sell it. He is prohibited absolutely from selling seed with quack grass in it. But suppose he is selling timothy mixed with 10 per cent of clover, he can sell that, but he must label it and say to the man that it contains 10 per cent of this impurity, or whatever the weed seed may be. He may sell anything whatever if he would label it, except those named; he must tell the fellow the per cent of impurities.

Mr. DeWolf: How about the grower who brings it to the elevator? Is he on the same footing as the rest of us?

Mr. Wright: That is bogus.

Mr. DeWolf: That is an exception, is it?

Mr. Wright: If you will permit me, the statute reads: "No person shall sell, offer, or expose for sale or distribution, in this state, for the purpose of seeding, any of the agricultural seeds as defined in section nine (9) of this act, unless the said seeds are free from the seeds of the following weeds: Wild mustard or charlock (*Brassica sinapistrum*), quack grass (*Agropyron repens*), Canada thistle (*Cnicus arvensis*), wild oats (*Avena fatua*), clover and alfalfa dodder (*Cuscuta epithy-num*), field dodder (*Cuscuta arvensis*), and corn cockle (*Lycnis githago*)." Now the selling of those seeds is absolutely prohibited.

An inquiry: Does that hit the farmer?

Mr. Wright: Yes, sir; it is absolutely prohibited to everybody. But the rest of the statute reads in this way: "The provisions concerning agricultural seeds contained in this act shall not apply to: (1) Any person or persons growing or selling seeds for food purposes only, or having such seeds in possession for sale for such purposes. (2) Any person selling seeds direct to merchants to be cleaned or graded before being offered for sale for the purpose of seeding." So that permits the farmer to go in and sell to the dealer his clover, timothy or whatever he has got, no matter what it contains, provided it does not contain any of these prohibited seeds.

Mr. DeWolf: Suppose the farmer raises timothy that contains a certain per cent of quack grass which it is impossible to clean out, then the seed is a dead loss to him?

Mr. Wright: Yes, sir; he must not sell it. It is prohibited. Some of it cannot be taken out by machinery.

Mr. DeWolf: I would like to suggest that when this law has come to stay, and when the agriculturist finds out the exact situation, that there will be a sudden movement of the people to repeal the whole thing.

Mr. Lockwood: I would like to ask, Mr. Wright, what percentage of the sample seeds that you receive are seeds that are really prohibited.

Mr. Wright: We have not received very many samples that had in them these prohibited seeds. You know a very large proportion of our clover seed comes from South America and a good deal of it has quack grass in it; a good deal comes from the Southwest, from Kansas and Nebraska, and a considerable portion of it has quack grass in it. We have some clover seed from Oregon and some from Minnesota that has quack grass in it, but not very much. We have examined several hundred samples of the seeds, and there are perhaps 25 or 30—certainly not over 50—that had the prohibited seed. If the farmer knew that he could not sell his timothy and clover with quack grass in them he would figure to use that part for something else.

Mr. McFarlin: Let me ask you—this applies only to seeds for agricultural purposes?

Mr. Wright: Agricultural seeds, yes, sir; for seeding purposes. It does not apply to seeds for feeding purposes.

Mr. McFarlin: It would not affect oats for market?

Mr. Wright: No, the farmer can sell oats for any purpose outside of agricultural seeds—for feeding or mechanical purposes; but when it comes to selling for seed he must comply with the law.

Mr. Lockwood: Suppose we have an Iowa seed man who has a car of seed and who sends you a sample, and you give him a reply that it is salable according to the sample, how do you require him to make good that sample?

Mr. Wright: There is no requirement about it. Often he sends you a sample of a carload or sack; if it is like it, he is responsible for whatever he sends. He can take the sample from the top, bottom or middle of the sack as he chooses. Of course, he may send me a good sample and afterward sell me a carload or half dozen carloads on that sample, but if the officer caught him at it he would prosecute him. If he has a fair sample, unless he was operating on the square, so far as doing his business that way and guaranteeing what he sells, there would be none of that.

Mr. Lockwood: Now he turns around and sells it to parties that put it upon a piece that has grass already growing, then how about damages?

Mr. Wright: There would be no damages. There is nothing in this statute prohibiting that.

Mr. Lockwood: What protection to the farmer?

Mr. Wright: No protection, except that when he gets the seed he can have it analyzed before he puts it in the ground.

Mr. Mack: Mr. Wright, as I understand the situ-

ation the present country grain dealer now is in is that when he buys seeds from the farmer the thing for him to do, until we are sufficiently educated to recognize all these foreign seeds, is to sell our seeds outside the state of Iowa?

Mr. Wright: That is a perfectly safe proposition.

Mr. Mack: That is the only safe proposition now, is it not?

Mr. Wright: I do not think so.

Mr. Mack: I believe many of the grain dealers have not been sufficiently educated to recognize all these foreign seeds, but our intentions are good enough. Still, the farmer can sell us anything he pleases. Now, to get that stuff off our hands, how can we, at least, keep out of hot water?

Mr. Wright: There are only two things to suggest—sell outside of the state or for feeding purposes.

A Speaker: Suppose the other states object? Indiana, for instance, has a pure seed law. There they tag sacks. It is \$21.50 without a tag and \$21.75 with tag. What are the tags? That is the evidence of the analysis of what is in that sack. They charge for the tag. Now, suppose you send to Indiana. The Indiana fellow says, "I want a tag."

Mr. Wright: Certainly. He wants to know whether you are selling him seed that has quack grass in it or not. If he chooses to buy your grass the seed law has nothing to do about interstate commerce. The other way is to familiarize yourself with the seeds and know that the seeds are free from prohibited seeds, or have machinery to clean it up. Now, if you can have the law so enforced as to have the same effect on the farmer so that he will be obliged to have his seed analyzed before he can sell them to you, the next year he will have better seeds and these difficulties will be removed. That is what I am suggesting—that the farmer may have a nominal fee for testing his seeds, and then require him to make a guarantee that they do not contain so and so. Then if you choose to buy his seed containing 20 per cent foxtail that is your business.

NATIONAL CORN EXPOSITION.

Mr. McFarlin: If it is the proper time, I wish to say a word in regard to the National Corn Exposition at Omaha. As you all know, the Iowa Grain Dealers' Association, through Mr. Wells, has had a large part in starting and putting ahead the improving of corn. Now, they were not inclined up at Ames to do anything on the small grain. I think you are all agreed that the time has come when \$100 land is too valuable on which to raise wheat and sell at the prevailing prices without doing it carefully and right, and I have had something to do with getting a clean list out for Iowa through the Iowa commission, a proposition of Mr. Jones on small grain, more particularly wheat and oats, and Mr. Wells and I have been to Ames and at the Short Course terms. Mr. Bowen has been up and Mr. Lockwood has been up once or twice, and I think it would be an excellent thing for every member of the Iowa Grain Dealers' Association to go there and spend a day at that Short Course. I think he would get a good deal better idea of the work they are doing agriculturally; and I want to bespeak for that trophy the resolutions have provided for, the contribution the Western Grain Dealers' Association shall put up, being the originator of that trophy for small grain. Already three trophies have been put up for corn, which is all right. The corn will go all right; and as Mr. Bowman said yesterday, it is up to us to get started on the small grain; and I therefore hope the association and every member of it will take an interest in it and let us get this thing started to going. We do not want a trophy that would not be a credit to the Western Grain Dealers' Association, and I think we are justified in taking a lead in that particular thing.

Mr. Lockwood: Might it not be well, with the consent of Mr. McFarlin, to have a committee ap-

pointed to co-operate with him or to assist him in doing the work along the line that he has suggested in order that that trophy may be in keeping with the organization which we represent. I make this suggestion because I apprehend from his remarks that he would like to have all the assistance possible.

President: How would you suggest that that committee be appointed that Mr. McFarlin suggested?

Mr. McFarlin: I think it would be more proper for the president to appoint the committee.

President: In regard to that I would prefer to have the new president appoint that committee. He is here and I think that would be proper.

Mr. Lockwood: I think that would be entirely satisfactory for him to appoint that committee.

Mr. King: I wish to make a motion, and before making the motion I desire to make this explanation concerning this resolution as to the details governing the contest to be left to a committee of three to be appointed by the Iowa Grain Dealers' Association—I move that in the work of that committee be included whatever may be necessary to arrange about the trophy and all work in connection with it. Carried.

Adjourned sine die.

CONVENTION POINTS.

W. V. Mereness, representing C. F. Glavin, came from Milwaukee.

T. E. Watkins, of Cleveland Grain Co., Cleveland, Ohio, represented that market.

The visiting secretary was E. J. Smiley, of the Kansas Grain Dealers' Association.

J. T. Buchanan, of Omaha Elevator Co., and E. J. McVann, secretary of the Board of Trade, were the Omaha representatives.

A. E. Schuyler, assistant weighmaster of the Chicago Board of Trade, stopped off from a bear hunting trip in the Western wilds.

The Minnesota delegation was quality rather than quantity, consisting of A. H. Wood and W. C. Affeld, with Albert Dickinson Co. of Minneapolis.

W. E. Morgan of Morgan & Hancock is always one of the busy entertainers of the meeting. Reports were that he only got home once during the convention for change of collar.

Oscar C. White, of P. H. Schifflin & Co., Chicago, distributed one of the handsomest badges seen at a convention for some time. They were a souvenir of the occasion worth keeping.

There came from Peoria C. C. Miles, of P. B. & C. C. Miles; W. H. Morrison, with Van Tassell Grain Co.; B. E. Miles, of Warren Commission Co.; L. Mueller, with T. A. Grier & Co.

The St. Louis delegation included John Dower, superintendent of weights; Daniel P. Byrne, of Daniel P. Byrne & Co.; J. M. Fuller, of Slack-Fuller Grain Co.; G. L. Graham, M. J. Mullally; E. F. Daly; G. C. Martin; H. A. Van Romp; John V. Botto; H. H. Savage.

There were a number of machinery men present: O. A. Fellows, representing E. G. Isch & Co., Peoria, Ill.; C. V. Fitzimons and W. Bland, with Avery Scale Co., North Milwaukee, Wis.; W. N. Goodman and Irvin Speer, with Richardson Scale Co., New York City; M. M. Snyder, Des Moines, representing Barnard & Leas Mfg. Co., Moline, Ill. Both Avery Mfg. Co. and Richardson Scale Co. had exhibits of scales in the parlors of the hotel.

Chicago representatives at the meeting were: J. W. Radford, with Pope & Eckhart Co.; J. J. Stream, of J. C. Shaffer & Co.; O. C. White, of P. H. Schifflin & Co.; Frank M. Bunch and C. H. Casebeer, with Rumsey & Company; E. G. Cool and C. E. Timberlake, with T. E. Wells & Co.; W. M. Christie, with J. H. Dole & Co.; J. A. Waring, with Bogert, Maltby & Co.; F. S. Smith, with Lawson Bros. & Co.; W. E. Ward, with Ware & Leland; Theodore Speltz, with Rosenbaum Brothers; C. L. Douglass, with E. W. Bailey & Co.; D. W. Burry and J. H. Ashum, with Pringle,

Fitch & Co.; F. H. Huntling, with Marfield, Tearse & Noyes.

C. A. McCotter and H. W. Donnan, represented the Grain Dealers' National Mutual Fire Insurance Co., and J. V. F. Babcock and F. D. Babcock Jr., represented the Grain Shippers Mutual Fire Insurance Co.

Those present included: I. L. Patton, Newton; J. A. King, Nevada; D. Inglis, Cambridge; G. A. Stibbens, Red Oak; I. E. Jackson, Cedar Rapids; E. R. McDonald, Waterloo; H. L. McCombs, DeSota; H. R. Agnew, Fairbanks; W. E. DeWolf Spencer; J. Copeland, Wauke; J. J. Narre, Maple River; L. T. Spangler, Atlantic; M. F. Broadwell, Hedrick; C. A. Pfund, Luverne; G. W. Tudor, Lacey; B. P. Held, Ackley; A. H. Moeller, Reinbeck; H. S. Beale, Tama; D. S. Baird, McGregor; F. W. Newton, Eagle Grove; D. L. Patton, Kellogg; M. M. Patton, Laurel; T. Woolf, Stuart; W. H. Stipp, Marshalltown; A. Brockney, Clemons; O. Morrison, South English; L. E. Moock, Wolcott; A. C. Heath, Ft. Dodge; D. J. Eberhart, Newton; J. Kunz, Wesley; J. S. Hylton, Lorimer;

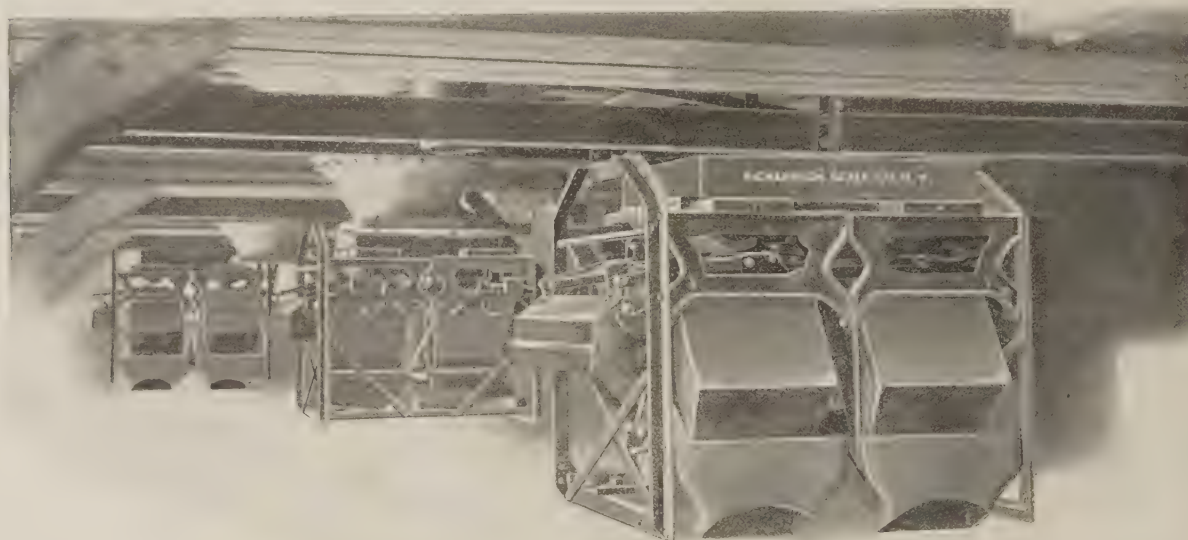
NEW ELEVATOR AT BOSTON.

The Witherspoon-Englar Co. of Chicago is making plans for a 1,000,000-bushel grain elevator for the Boston & Albany railroad at East Boston, Mass. It will be fireproof, with electrically driven machinery equipment, and in all respects a thoroughly modern elevator. There will be also shipping conveyors to four piers. The Chicago firm is now building a temporary plant to handle the railroad's grain business until the completion of the permanent house.

HIGH SPEED AUTOMATIC BAGGING SCALES.

The accompanying illustration shows three double sets of the Richardson Patent Automatic Bagging Scales as installed in the Clark & Allen Co.'s warehouse in New York City. Altogether four double sets of these scales have been supplied to this company for weighing up all kinds of grain. There is a large saving of labor effected by this

establish experiment farms of 80 acres in each of the counties of the state, for experiment and demonstration of the work done by the Agricultural Department of the University. Dr. Hopkins called upon Mr. S. W. Strong, secretary of the Illinois Grain Dealers' Association, who is a member of the crop experiment committee, to make some remarks in relation to the resolution. Mr. Strong addressed the meeting at length, giving the ideas which had in a general way brought out the idea expressed by E. M. Wayne, President of the Association, in his annual address, and which was the cause of the convention adopting the resolution. Mr. Strong stated that if the farmers of each county in the state could see the results of fertilization and better cultivation, as approved by the University in its work, they would immediately follow in the line of that work, and the results would be largely increased crops in Illinois. While this work is shown at the University and different crop experiment stations, still there were too few of them for the great mass of the farmers to reach; and again the farmers think that the ex-



RICHARDSON HIGH SPEED AUTOMATIC BAGGING SCALES AS ERECTED FOR CLARK & ALLEN COMPANY, NEW YORK CITY.

C. Wildman, Menlo; R. W. Taylor, Runnells; J. A. Tiedeman, Sioux City; R. Bullard, Maxwell; F. A. Edwards, Albia; A. D. Hayes, New London; J. M. Johnston, Kelley; W. F. Johnston, Fontanelle; C. K. Liquin, Clinton; O. W. Maxwell, Hampton; M. Rothschild, Davenport; J. M. Munson, Rippe; A. C. Petersmyer, Odelbolt; J. C. McMeekin, Ewart; F. F. Ruge, Everly; C. A. Sife, Dedham; H. Yost, Libertyville; C. Sherret, Wiota; J. L. Taylor, Thornton; M. L. R. Tankersley, Sioux City.

TRI-STATE ASSOCIATION.

The annual meeting (seventh) of the Tri-State Grain Dealers' Association was held at Minneapolis on July 15. Only a few members were present, and there was some talk of disbanding the organization, but that idea was abandoned, and the following officers elected: President, F. E. Crandall, Mankato, Minn.; vice-president, J. T. Scroggs, Beresford, S. D.; secretary-treasurer, J. J. Quinn, Minneapolis; governing board, A. H. Betts, Mitchell, S. D.; V. E. Butler, Heron Lake, Minn.; C. H. Leaman, Minneapolis; W. A. Forsaith, Hadley, Minn.; E. W. Ketcham, Madison, S. D.; A. F. Brenner, Minneapolis.

The report of Secretary-Treasurer J. J. Quinn showed cash resources of \$3,308.38.

A motion was adopted that a test case be made to ascertain the respective rights of tenants and railroads under the leases exacted by the railroads for elevators on the right of way.

line of scales, as a speed of sixteen bags per minute is obtained on each machine, and by this means it is possible to load a car in a very short time and to take care of rush orders that would have to be turned down if the old hand-weighing methods were in vogue and had to be depended upon. There would be also the loss on grain through inaccurate hand-weighing, which is reduced to a minimum, as these machines will weigh within 1 oz. in 100 lbs.

The whole outfit, including the rails and hangers, was built and erected by the Richardson Scale Co. of 3 Park Row, New York.

ON DEMONSTRATION FARMS.

The soils and group experiment committees of the University of Illinois held a meeting at the institution the 7th and 8th instant, to overlook the work of the Agricultural Department and to hear two lectures delivered by Mr. A. D. Hall, director of the famous Rothamsted experiment station of Harpendon, England. This experiment station has been established for sixty-five years.

There was a large attendance of persons from different parts of the state who have become interested in the work of the soils and crop experiment committees.

During the evening meeting Dr. C. G. Hopkins in an address referred to the resolution passed by the Illinois Grain Dealers' Association at the fifteenth annual convention, held in Springfield in June, calling upon the University of Illinois to

perment work is a kind of gardening; but if he could be shown a field he would be convinced.

Many speakers followed, all approving the idea of experiment and demonstration farms in each county of the state. Among those who spoke on the subject were Director Hall of England; Judge Humphreys of Springfield; Ralph Allen of Delavan; Eugene Funk of Shirley.

The Canadian government has begun the practice of issuing monthly crop reports.

It is said officially that more than 3,000 boys in Mississippi are now engaged in corn-raising contests, and will be competitors for the prizes to be awarded at the Mississippi state fair in November. "According to reports I have received, boys' corn clubs were organized in twenty-three counties at the beginning of the farming year," says Commissioner Blakeslee, "and at the November fair I expect to see the finest exhibit of corn ever shown in a southern state. The prizes to be awarded to the winners are exceptionally liberal, and after the awards are made we will arrange a select exhibit to send to Omaha and compete with the best corn raisers of the world." Mississippi has been a consistent corn grower at least since the close of the Civil War, the annual production ranging from 13 to 19 million bushels from 1866 to 1906, with five years in that interval when the yield exceeded 21½ million bushels, the maximum being 26,624,400 and 26,655,296 bushels in 1869 and 1870. In 1906 the yield was 24,881,416 bushels.

UNIFORM BILL OF LADING

As noted in the July issue of the "American Elevator and Grain Trade," the Commerce Commission has published a bill of lading which is recommended to the use of the railways of the country. It is not necessary here to go into the history of the uniform bill of lading, which has been before the public since the fall of 1904, but of the final outcome of the many conferences held by representatives of the shippers and of the railways, as embodied in the bill of lading, the Commission, as to the differences that still exist between the parties in interest, says:

Of these the principal one relates to the construction of the so-called Carmack amendment, included in the enactment of 1906, and that question will doubtless remain unsettled until finally determined by the courts. There are also some special interests which are not altogether satisfied with the bill in its present form. Nevertheless, the degree of unanimity attained in regard to this matter is proof of the earnest endeavor of the committee to reach a common understanding and amply justifies their appointment. The Commission has been measurably relieved from a task of great difficulty, because the bill as now submitted represents in most, if not all, of its principal features a virtual agreement between shippers and carriers.

In its general scope, as well as its detailed provisions, this bill does not differ materially from the one assented to and proposed to the Commission in June, 1907, as above stated. Such changes as have been made, and they are quite numerous, have all been in the direction of greater simplicity and are all believed to be in the interest of the shipping public. Aside from these modifications of the bill as submitted a year ago, another change has been made which is regarded of great practical value. This change consists in the provision of two forms or kinds of bills of lading in place of the single form now and heretofore in use; one to be used for "order consignments" and the other for "straight consignments," as those terms are understood in commercial dealings. These two forms will be distinguished by different colors and each will contain provisions suited to its separate purpose. They will differ only on the face side, the conditions printed on the back being the same in both cases. These differences will appear upon inspection and need not here be enumerated. The main point in this connection is that the "order" bill will possess a certain degree of negotiability, while the "straight" bill will be non-negotiable and is to be so stamped upon its face. Moreover, and this is a matter of consequence, the order bill of lading will be required to be surrendered upon or before the delivery of the property to the consignee. It is believed that this plan will in large part meet the requirements of the banking concerns of the country which advance vast sums of money upon bills of lading and are entitled to a reasonable measure of protection.

The Commission calls the bill a "compromise" only—the "best adjustment which is now practicable of a controversy of long standing," but a "great improvement upon the bills now in general use. Its adoption, we are persuaded, will be a long step toward uniformity, simplicity, and certainty. It will likewise be a long step in the direction of fair dealing between shipper and carrier, and may be confidently expected to remove much of the confusion which now exists and to measurably avoid in the future the irregularities and injustice which have heretofore occurred. The results of practical operation may disclose defects not at present perceived, and further adjudications by the courts may require a change in some of its provisions, but we believe it should be given an honest trial, and are strongly of the opinion that it will be found fairly suited to the practical needs of the business community."

The Commission does not undertake to prescribe this bill of lading and order its adoption, because "we are convinced that such an order would exceed our authority." The Commission believes, however, that the bill will be generally adopted without further urgency by the railways and will be in use by September 1, 1908. The Commission adds: "It should be distinctly understood that this approval does not imply acceptance by the Commission of any construction of the Carmack amendment at variance with its

apparent purpose and intent, nor will the general recommendation now made preclude the Commission from passing independent judgment upon any provision in this bill of lading which may be drawn in question for future proceedings."

TWO FORMS TO THE BILL OF LADING.

The Commission give separate forms to the two kinds of bills in use, as follows:

BILL OF LADING—ORIGINAL.

The Blank Railroad Company: Received, subject to classification and tariffs in effect on the date of issue of this original bill of lading, at 190., from, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this original order bill of lading properly indorsed shall be required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

Notes.—The foregoing will appear on the front or first page of the bill of lading.

In connection with the name of the party to whom the shipment is consigned the words "Order of" shall prominently appear in print, thus:

"Consigned to order of"

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangements respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, etc., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Order bills of lading shall be printed on yellow paper for convenient distinction from bills of lading covering other than "order" consignments.

BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

The Blank Railroad Company: Received, subject to classification and tariffs in effect on the date of issue of this original bill of lading, at 190., from, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

Notes.—The foregoing will appear on the front or first page of the bill of lading.

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangements respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, etc., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Bills of lading covering what may be termed "straight consignments," being those other than "order consignments," shall be printed on white paper.

Bills of lading other than those covering "order consignments" shall be stamped "not negotiable."

The following conditions will appear on the back of the bill of lading:

CONDITIONS (SAME ON BOTH).

Section 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for difference in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for the loss, damage or delay occurring while the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request, or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination, but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary coopers and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and

if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into car or vessels, and when received from or delivered on private or other sidings, wharves or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property and if required shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea or other waters, or from explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenances, or from collision, stranding or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alterations, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable to its original tenor.

OBJECTIONS TO THE BILLS.

That this bill of lading is not entirely satisfactory to the business world and probably also because there is a suspicion abroad that the railways may not accept the bill as the Commerce Commission thinks they will, when the Commissioners on Uniform Laws meet at Seattle on August 20, they will be waited upon by committees representing the great commercial bodies of New York and other cities and urged to draft a bill of lading to put an end to what the shippers term the gross frauds which they declare have made bills of lading an unsafe instrument

of credit. The decision to have committees appear before the commissioners was reached as a result of the announcement of the Interstate Commerce Commission that it had not sufficient authority to order the railroads to revise their methods of issuing bills of lading. It is the present plan to have the new bill, which is expected to be drafted by the Commissioners on Uniform Laws, introduced at the next session of Congress.

The tremendous volume of business transacted on bills of lading is apparent from figures of the year 1907, which show that goods valued at \$17,000,000,000 were shipped on the bills in that year alone; and what the promoters of this Seattle movement mean is that Congress shall give authority to the proposed uniform bills and not leave their use, or even those recommended by the Commerce Commission, open to the caprice of the railways.

The seriousness of the situation has been previously commented on. Apparently the recommendation of the Commission has not much changed the situation, for on July 18, after the Commission's bills had been published, Lewis E. Pierson, chairman of the bill of lading committee

ELIMINATES THE LEAKS.

Philip Ochs, Jr., at Boyd, Kan., thinks he has solved that greatest of all problems the shipper doing business in a country elevator has to face—that is, the question of leakage in transit and shortage at the receiving end of the line. At any rate he eliminated leakage to a large extent during the last crop year, and this is how he did it:

He uses burlaps about 9 feet wide and long enough to reach from the edge of one door clear around the side and end of the car and other side to the edge of the opposite door, leaving a lap of about 6 to 8 inches over the grain door to insure against leaks between the door posts and the grain doors. Both sides and ends of the car are protected in this way, hanging the burlaps on the sides of the cars to a height of about 6 feet, leaving the other 3 feet to cover that much of the floors of the cars, which, as will be noticed, will leave a strip down the center of the car of only about 2 to 3 feet wide. Experience of a season has demonstrated that this system of lining the car greatly reduces the amount of



ELEVATOR OF PHILIP OCHS, JR., AT BOYD, KAN.

of the American Bankers' Association, said it was true that certain banks had curtailed their loans on order bills of lading, but that the movement had not yet become general. "We all hope," he said, "that before it does Congress will pass a uniform bill of lading act that will safeguard the rights of all concerned." L. Mandelbaum, of the bill of lading committee of the New York Cotton Exchange, Theodore F. Whitmarsh, vice-president of the Wholesale Grocery Association of New York, and Charles F. Droeste of the bill of lading committee of the New York Mercantile Exchange, agreed, when questioned by a New York paper, that if the present abuses are not corrected by Congress early in its next session, credits will be seriously curtailed, and all commercial interests severely handicapped.

Another objection is made by both the New York Produce Exchange and the Philadelphia Commercial Exchange in that it contains the objectionable condition which relieves the corners from any liability caused by the difference in the weight of grain, seeds or other commodities caused by natural shrinkage or discrepancies in elevator weights. The argument against this condition made by Sec'y Marshall of the Philadelphia Commercial Exchange is printed in the department of Communicated in this issue.

shrinkage on the road. The burlaps, he finds, are cheaper than other kinds of lining, since they can be used over and over again, it being his practice when selling a car of wheat to make stipulation for return of the burlaps.

Mr. Och's elevator is at Boyd, Kan., on the line of the Mo. Pac., in Barton County, one of the great wheat counties of Kansas. Its outside dimensions are 34x36 ft., with a height of 50 ft. to top of cupola. It is equipped with Fairbanks-Morse Gasoline Engine of 20-horsepower (adapted for the use of either gasoline or kerosene), cleaner, car loader and Richardson Automatic Scale.

Mr. Ochs started in the business of handling wheat at the age of 19, in the year 1900. He had plenty of competition in those days, but he kept at it, dealing with his trade squarely and fairly, and now has a fine and well-established business, as well as enjoys the confidence of his customers, whom he also styles, very properly, his friends. His first elevator was a small building, with about 4,000 bushels' capacity, with an old horse as the motive power. The present building, with about 20,000 bushels' capacity, he erected in 1903.

His trade is largely with mills and millers and he sells wheat strictly on its merits, as a milling raw material.

Send us the grain news from your neighborhood.

Written discussion of trade matters welcomed.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BUSINESS IN CONNECTICUT.

Editor American Elevator and Grain Trade:—My grain building is not yet quite completed, although I am doing business in it. I have yet to put in the grinding machinery and will do so as soon as the building is completed.

I am doing a nice business, although prices are very high here and I am a new-comer to the city. I think when grain prices get around to normal again there will be a good field here. I do only a retail business as my building will hold about 500 tons of grain.

Yours respectfully, E. L. OVIATT.
Milford, Conn.

CROPS IN NEBRASKA.

Editor American Elevator and Grain Trade:—This has been a very wet season, but corn is almost a perfect stand and making rapid growth. Oats will make a fair yield. Wheat is badly bleached and shrunken. There will be little of it that will grade better than No. 3.

Since last July (1907) we have bought 120,000 bushels of wheat and only had two cars to grade below No. 2.

We are putting in a stock of lumber and are entering our sixteenth year in the grain business.

Wishing success to the "American Elevator and Grain Trade" we are,

Yours respectfully, J. A. GILBERT.
Waco, Neb.

NEWS FROM ORMSBY, MINN.

Editor American Elevator and Grain Trade:—Harvest is now on and in "full blast." The early oats will be light, but of good grade; late oats will average 25 to 40 bushels per acre and good weight and grade. Barley is a very light crop. Wheat is a good yield and of good quality. Corn will be a very good crop if the frost is late in coming. Owing to recent heavy rains, there will be considerable grain on low places that will not be cut. Thrashing will begin about August 12.

Stockdale & Dietz Co. have made some improvements on their house. J. F. Hayes will continue as agent. The last year's crop was small, but they did a good business.

The Ormsby Farmers' Grain Co. also have improved their house to some extent, putting in a new loading spout and making other improvements.

Yours truly, J. F. HAYES, Agt.
Ormsby, Minn.

FAULTY CONDITION IN BILL OF LADING.

Editor American Elevator and Grain Trade:—The committee of the Philadelphia Commercial Exchange in charge of the question of deductions by carriers from claims of shippers to cover an alleged "natural shrinkage" of grain in transit has had occasion to examine the provisions of the new form of bill of lading recommended by the Interstate Commerce Commission, as published by that body, and finds therein an objectionable condition which exonerates the carriers from any liability caused by "differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights, etc."

This condition has just now been called to our attention by the general claim agent of the Lehigh Valley Railroad Company, as justifying the contention of his and the other lines operating to this market, that they are entitled to deduct one-fourth of one per cent on the invoiced weight from the claims of receivers or shippers. He adds, "I take it from this that it is generally recognized that there is a natural shrinkage in grain, and I trust that there may be no further contention on that point."

We do not concede this, but rather incline to the view of Mr. W. M. Hopkins, manager transportation department of the Chicago Board of Trade, that there is no logical reason for the deduction. He says further, "Any commodity, the weight of which will shrink in transit, will under certain conditions accumulate weight in transit, and, therefore, the benefit of the accumulated weight would average probably an amount equal to the shrinkage in weight, giving to the carrier its full earnings on the average."

Inasmuch as this question of "natural shrinkage" is one that has been widely discussed of late, and as many of the railroad claim departments are just beginning to require a deduction from claims to cover it, while others have only recently ceased the exaction, the present would seem to be a very opportune time for commercial bodies to carefully consider the terms of the new bill of lading before recommending or agreeing to its use. It would be a wise step, in our judgment, to endeavor to ascertain the need for this concession by the grain trade, to know what percentage is to be allowed or exacted and how and by whom the percentage shall be determined. Under present conditions the exaction varies from one-eighth of one per cent to one per cent, where anything is taken, and a great many shippers and many markets are not required to deduct anything from their claims. Some shippers in some markets are wholly exempted, while others are forced to allow a concession that varies according to the resisting power of the merchant.

The new form of bill of lading is not mandatory, but is only recommended by the Commission, which hedges somewhat in its printed introduction to the pamphlet published by it. The condition, so far as interstate business is concerned, would seem to interfere or conflict with that provision in Section 20 of the "Act to Regulate Commerce," which prescribes that carriers shall be held responsible to the holders of bills of lading for any loss, damage or injury . . . "and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed." While this should protect the holder of a bill of lading, it would seem to be worth while for all commercial bodies and grain merchants to carefully consider the new form before accepting it as satisfactory.

Very truly yours,
FRANK E. MARSHALL.
Philadelphia, Secretary.

MR. SHANAHAN GOES TO EUROPE.

Mr. John D. Shanahan, for many years chief grain inspector at Buffalo, N. Y., and now crop technologist in charge of grain Standardization, United States Department of Agriculture at Washington, D. C., sailed from New York on Saturday, August 1, on the S. S. Minneapolis of the Atlantic Transport Line. Mr. Shanahan will visit the principal seaports of Great Britain, Ireland and Continental Europe for the purpose of studying first hand the influence of the American grain inspection systems upon our export trade in cereal grains.

AMENDMENTS TO CANADIAN GRAIN ACT.

The Canadian Grain Act has been amended for the purpose of preventing mixing and sophistication and to preserve the identity of the various grades of wheat from the time the chief inspector's certificate is issued until the grain is delivered to customers in the ultimate market.

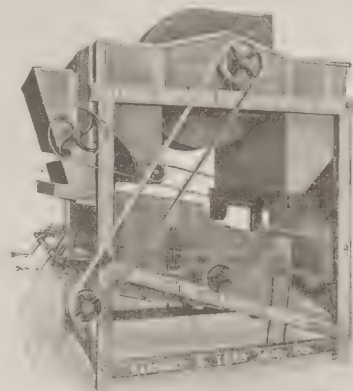
The act provides that from the moment the grain leaves the car at Port Arthur or Fort William the government takes charge of it. It is binned as the government directs, and is not moved or delivered except under the permission and personal supervision of the government official. The transfer elevators are brought under the same control, and for the first time in the history of western Canadian grain trade the pro-

ducer can rest assured his wheat will arrive at Liverpool without being subjected to the sophistication of exporters.

Another most important feature is that Winnipeg is made an order point, and farmers who send forward their own grain that happens to miss a grade and so stand to lose money on their car, can now detain their cars twenty-four hours at Winnipeg to be sold on sample. Thus they may have the chance of getting their wheat purchased at its intrinsic value, and so save the loss to which they were subjected in the past.

WHO HAS THE OLDEST SEPARATOR?

The latest-style separator made by the Barnard & Leas Manufacturing Company, Moline, Ill., is shown herewith. Having received from time to time letters regarding the durability and efficiency of their line of separators, the company have decided to offer a reward for information regarding



BARNARD'S PERFECTED ELEVATOR SEPARATOR.

the oldest separator of their make in use at the present time.

They will give \$15 for information regarding the oldest separator of their make in use and \$10 for the next. Competitors should give full particulars as to the kind and size of separator, when purchased and by whom, where in use at the present time and its condition.

Replies should be addressed direct to the Barnard & Leas Manufacturing Company, Moline, Ill., and must be in by October 1, 1908.

ASSESSING GRAIN.

The assessor at Minneapolis, it was developed at a meeting of the City Board of Equalizers on July 19, had been given a tip on all grain that had been emptied into cars from the elevators and "on track" in Minneapolis on May 1, and he had assessed every bushel so found.

James Campbell, Jr., of the Mississippi Elevator Co. appeared before the board and asked that his assessment be reduced from \$6,400 to \$902 on the ground that the latter amount covered all his grain holdings on May 1. On being questioned he admitted that grain that had been consigned to him did not come up to grade and that it was loaded on cars just before May 1. He was informed that the assessor had secured information as to this grain "on track" from the state weighmaster, and not only in his case, but in every other instance where terminal elevators were thus emptied an arbitrary assessment had been made.

The city assessor says this is a new departure, for in former years the assessor and elevator men had agreed on the amount of grain in elevators on May 1, but this year in many cases the grain men reported none on hand May 1.

The same assessor proposes to assess memberships on the Minneapolis Chamber of Commerce at the current value of \$4,500 each.

A Cincinnati firm in July sold the Government 3,500 tons (100 cars) of oats to go to the army in Cuba.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED)

OFFICE:

Manhattan Building, 315 Dearborn Street,
CHICAGO, ILL.

HARLEY B. MITCHELL.....Editor
A. J. MITCHELL.....Business Manager

Subscription Price, - - - \$1.00 per Year
English and Foreign Subscription, - 1.75 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1908.

Official Paper of the Illinois Grain Dealers' Association.

HOW TO ECONOMIZE.

There are two things, and only two, that absorb the income of insurance companies—losses and expenses (including dividends to stockholders). As the expenses in all well-managed companies are practically a fixed annual sum per \$1,000 at risk, it is evident that if policyholders in mutual companies would reduce their insurance cost, their assessments, they must do it by cutting down the amount paid out in losses.

In all insurance the burden of control over expenses is on the managers; in mutual companies more particularly the duty of reducing losses is upon the policyholders themselves. This duty is not burdensome, except as routine tasks become so; for the insurance experts have discovered, for example, as the Millers' National recently informed its policyholders by circular letter, that 71 per cent of all elevator and flour mill fires and 75 per cent of the elevator total losses occur between the hours of 6 p. m. and 6 a. m., and that of these fires 55 per cent in elevators is "cause unknown."

The inference is clear enough. An examination of the premises after shutting down for the day, making it the duty of a trustworthy employe, if not of the owner himself, to see that every bearing and every machine is in proper condition to leave for the night, would probably prevent a very large percentage of the night fires. As 35 per cent of the known causes of fires in elevators is traceable to the machinery and processes of business, constant attention is necessary on the part of employes to see that the machinery is running properly, is lubricated and is not left unattended too long. In this connection a hint is thrown out by the Millers' National's circular that may not ap-

peal to the architects, to-wit: "It is the poorest kind of economy to run an elevator from the working floor, both from the standpoint of fire and the life of the machines themselves." If in order to economize in footsteps a house is operated from the working floor, at least every part of its mechanism should be examined before the house is closed for the night.

NATURAL SHRINKAGE.

The first clash on the Commerce Commission's bill of lading took place at Philadelphia on July 30, when the Reading road refused to settle a shortage claim except on condition that the claimant would deduct one-fourth of 1 per cent of its value for "natural shrinkage." The railroad insisted that this percentage of the grain will always shrink in transit, and in support of the claim, the Reading officials cited the Commerce Commission's new bill of lading clause, exonerating the carriers from liability for such shrinkage to that amount.

Although we have had some experience here in the West with this "shrinkage" grab, it is yet to be demonstrated by any claim agent that there is a "natural shrinkage" to grain in transit. On the contrary, it is a self-evident fact that if grain will shrink in transit it will gain weight in transit, and that the two phenomena virtually offset each other.

In the East this claim of natural shrinkage is a "new one." Wm. M. Richardson of the claim committee of the Philadelphia Commercial Exchange said to a Public Ledger reporter that "we never heard of any such shrinkage until lately;" and we know that here in the West the roads that hitherto insisted upon that deduction have recently abandoned it.

It therefore seems surprising that the Commerce Commission should have consented to such an anachronistic clause in the new bill of lading. That such clause will defeat the voluntary acceptance of the bill by grain men is certain; and reasonably so, since no such deduction from the face of claims ever has been justified by other than an arbitrary *ipse dixit* of claim agents.

INSPECTION COMPLAINTS AGAIN.

M. H. Davis, a special agent sent to Europe at the request of the Millers' Federation to investigate the causes of the decline of the American export flour trade, has made the discovery of a good many things that have been entirely familiar to millers for several years; also, as it appears, the further familiar fact that foreign millers object to the grain delivered on our inspectors' certificates on "certificates final" contracts. These things in themselves are of no great moment, as perhaps Mr. Davis well knows, in spite of the rapid-fire reports he is turning in from London; but there is an importance attached to them in this, that while the trade understands it all, the public for the first time is being made acquainted with these complaints by the free publication of Mr. Davis's reports in the daily papers as "real news."

The daily papers have even begun to editorialize on the "situation," particularly on the

supposed effect of these English and European complaints of the condition on arrival abroad of our certificated export grain as a serious matter. The Chicago "Tribune" on August 10 devoted nearly half a column to comment on these complaints and the failure of "the last session of Congress to provide for Federal inspection of grain entering into interstate commerce and to secure uniformity in standards and classification of grain," which bills are referred to as "an attempt to meet the loud and continued complaints made in European grain markets that for several years shipments of American wheat and corn have not agreed in quantity or quality with the certificates issued at the port of shipment." Now, the Tribune adds, "investigations made by Government agents have proved that there has been good cause for complaint in many instances."

It need not be said that the "Tribune" editorial will be but the beginning of a great deal of similar comment, more or less heated and less moderate in tone, that will be printed by the daily and weekly papers in all parts of the country. All of which is more than likely to add force to Senator McCumber's demand of the Congress for "National inspection" and obscure the excellence of the Tribune's advice.

The conditions being what they are, it would be well for the American grain exchanges to take the advice which is given them and have a heart to heart talk with the representatives of the foreign grain exchanges. It is to their manifest interest that American grain should maintain the high standard it once had. They should leave nothing undone to protect the foreign buyer of American grain against fraud in quality or quantity.

THE NEW UNIFORM BILL.

It is a most remarkable thing that after about four years of cogitation and ratiocination upon the premises established by numerous hearings and official experience, the Commerce Commission should have uttered a document so illy adapted to the requirements of commerce as the proposed new "uniform bill of lading." Aside from the fact that all classes of shippers objected to the carriers' effort to shirk their responsibility for loss and damage, except on payment of the 120 per cent rate, the new bill has been called for mainly by the grain trade and other shippers using the "order bill." If the conditions on the back of that document render it defective for use by these immense factors of the nation's commerce and trade, the labor of the Commission has been wholly wasted.

And such, in fact, it has been. The objections to the bill offered by the exchange transportation experts of Chicago, Philadelphia and New York, as well as by the Bankers' National Association committee, are formulations of faults fatal to the bill as an instrument designed for the benefit of a large part of our commerce; and they are defects of which the Commission should have been well aware.

So far as the grain trade is concerned, the bill is not only not what the Commission says it is, a compromise, but rather almost an absolute surrender of all the ground that long years of struggle had won for the trade. Indeed, the bill seems to have been devised al-

most with studied disregard for the needs of the grain trade,—what might have been expected, seeing that at no time has that branch of American trade had any representation upon the joint committee having the making of the bill in charge.

Under the circumstances, since the Commission is constrained to confess its powerlessness to enforce the use of any bill of lading, it might better have abandoned the attempt to make one and not have embarrassed the situation by this impotent effort.

LOOKS LIKE A SWINDLE.

Much has been said in the newspapers recently of a "remarkable new wheat," which is said to have all the characteristics of a perfect wheat: plump and sound berry, equal to best blue stem as a flour wheat, hardy and disease proof, and with all this a yielding capacity of 200 bushels or more per acre! It is called Alaska wheat, and an Idaho man claims he has been keeping its existence a profound secret for four years, while a Virginian claims to have sold his rights in the new discovery to "Westerners" for a quarter of a million dollars, and so on. The wonderful tales of what the Wizard Burbank has done with plants in California have been shrewdly utilized to give a verisimilitude of truth to this "Alaska wheat" story; but as everyone at all familiar with these matters knows, a "remarkable new wheat," or a "remarkable new oat," etc., appears in public at pretty regular intervals, only to be characterized sooner or later as either an egregious mistake or the preliminary work of a campaign of successful swindling of farmers who are led to buy the seed at quite fabulous prices. For this seed the modest price of \$5 a pound, or \$20 a bushel in large quantities, is asked and, doubtless, in spite of the warnings of the agricultural stations, many farmers will trade good money for very ordinary seed wheat; for the Colorado station at Fort Collins has already tested this alleged "wonder" and found it to be identical with "Egyptian, or Seven-headed," wheat. In short, it is a soft winter wheat that is very undesirable as a milling grain, being very poor in gluten, and a wheat that will be heavily discounted or docked by buyers. Professor Olin, in short, warns farmers "to avoid this wheat as they would a pestilence."

WAIT FOR THE FACTS.

We have heard for several years past more or less frequent complaints of the character on arrival abroad of American grain exported on certificates of inspection. It has been assumed by many that these complaints are valid. Especially have Senator McCumber and the friends of National inspection, and perhaps even some agents of the Agricultural Department, granted the justice of them, although the export inspectors have as determinedly replied that the "foreigners have always got all they have been willing to pay for."

Now, we are much more likely to learn through Mr. John D. Shanahan, who has just gone abroad on a mission of investigation on behalf of the Agricultural Department, just

what is the truth in the premises, than from current inexpert or prejudiced sources, because he is much better equipped to pass judgment on the condition of grain on its arrival abroad, compared with the ordinary contract standards in this country, than anyone who has preceded him on a similar mission, officially speaking, at least. Before anything further is to be said, then, on the subject of so positive a character as to amount to an admission of the truth of the foreigners' complaints, suppose we wait for a trustworthy report on the facts.

Mr. Davis's report on this matter, which has been widely published in this country, and which will be widely commented on, amounts to nothing. There is no evidence that Mr. Davis knows any more about the real facts in evidence than anyone can find in the annual reports made to the conventions of the National Association of British and Irish Millers and in the proceedings referred to in those reports, which are now a very old story to the trade on this side, however ominous at this moment they may appear to the secular press which has just heard of these complaints for the first time.

WESTERN GRAIN DEALERS' ASSOCIATION.

The organization of the Western Grain Dealers' Association as successor of the Iowa Association will provide an associational home for a great many grain dealers located west of the Mississippi and Missouri rivers now unprovided with such facilities and privileges. The Nebraska and northern Missouri dealers especially will find the Western Association of great use to them, since the Iowa Association has long been doing association work in all the terminal markets to which these states naturally send their surplus grain. We do not know that any special effort is to be made to interest the dealers of Missouri and Nebraska but those gentlemen ought for their own benefit to interest themselves in the Western to the extent of taking out membership and obtaining the privileges that go with membership.

ANOTHER MONOPOLY BROKEN.

The Commerce Commission's order setting aside the lease of the S. P. Ry. privileges to Young, giving him the monopoly of the cottonseed products export business at Galveston, as reviewed briefly under the heading of "Transportation," is looked upon by some grain men as the precedential foreword of a successful attack on the railway habit of leasing terminal elevator facilities for exactly similar reasons and with similar monopolistic effects. If, as the Commission said in the case under discussion, the age of monopoly, favoritism and discrimination has gone by, it will presently be incumbent on the Commission to take up this other problem also, as a corollary to both this lease and the anti-allowances orders. The Young case was watched with much interest by the grain dealers, the principle involved in it being considered applicable also to the leasing of grain elevators. If it be inconsistent with the freedom of trade in cottonseed products for the railways to close their wharves to all

but one exporter, by what line of reasoning may they be justified in closing their grain elevator facilities everywhere to all save their lessees?

INSPECTING EXPORT GRAIN.

"If worst comes to worst," as regards this "National inspection" nonsense, and it should actually appear on reputable authority (governmental) that National control of the standards of export grain is desirable and practicable, viewed in the light of the commercial exigencies of the export trade in grain, all of which is quite a different matter from newspaper or even senatorial views on that subject, it might be convenient to confine the Nation's meddling with grain inspection to export grain exclusively.

It is, of course, conceivable that lax export inspection may do the producers of grain an injury by habitually certifying a much lower quality of grain as standard than the facts would justify; and on that score export inspection by the Government might be warranted.

For example, some years ago the Australian exporters of butter so outrageously sophisticated at the outport the character of that product that the export trade was entirely destroyed. Then the Government set a standard for all butter that should be exported and guaranteed by export inspection (no uninspected product being allowed exit) the uniform quality and trueness of all grades to the label, just as is done by the Netherlands governments to-day for their dairy products; and the Australians recovered their trade eventually.

If, then, our Government should fix export standards for grain and prohibit the exportation of grain not out-inspected and guaranteed by its inspectors as equal to those standards, one cannot see that anyone would be harmed, nor would the volume of trade be jeopardized. Exporters, and ultimately the interior dealers, would simply have to conform to the standards, which should be only f. a. q., and the foreigners would have to pay the price or go elsewhere, which in fact they do in any event. For it is well known that the English buyer, at least, is as keen a merchant as any American shipper and that he never pays for grain of a quality he doesn't get, however much he may fuss and fume about "certificates."

NEW ORLEANS TRADE.

New Orleans grain men see in the reluctance of local bankers to grant grain exporters proper lines of credit one reason for the decline in the last crop year of the Crescent City's export trade in grain; others see another reason in the exclusive elevator privileges granted at a rival port as against free houses at New Orleans, the paradox being explained by reference to the occult advantage these special privileges give to the lessee as a buyer in common territory; still others think New Orleans inspection fairer to the foreign buyer than that of New Orleans's rival ports. Whatever it is, New Orleans has lost some business during the year—enough to cause her grain merchants to take notice.

EDITORIAL MENTION

The new grading rules in Kansas make it practically imperative to ship wheat and rye in separate cars.

New oats are not doing well at all in transit eastward, Buffalo reporting the grain as mostly arriving hot or heating.

Put your house in order for the new crop; overhaul your scales and machinery, and be prepared to cut out superfluous expenses and to reduce the leaks and the fire risk.

If you haven't started it, get the habit this fall of making written contracts only. Your memory may be a good one, but your patron's may be better—in his judgment. Hence friction, if the price goes up.

An Eastern reporter says a Virginian who has developed a new "wheat seed" that gave a stool of 120 stalks from a single kernel, has sold his rights to Westerners for \$250,000. It remains to be seen who were the "easier"; but it's a cinch the Virginian will be the happier a year hence.

Alfalfa mills are increasing rapidly in Kansas, where is "alfalfa's affinity," as Coburn says,—where, indeed, "alfalfa-growing was a prelude to prosperity. From obscurity, alfalfa has advanced to the foremost rank of the hay plants and multiplied many times that state's output of tame hay."

Roumania's export wheat being complained of in western European ports in much the same way as our own grain is, a British consular report says that the government proposes to prevent the effect of this carelessness or dishonesty of shippers by establishing a standard of purity and uniformity of the grain exported from Roumania by a system of government control at the ports.

It's going to take even more money this season than last to finance the movement of the grain crop at present prices, but Eastern bankers give out the assurance that there will be plenty of cash to do it without any resort to the new emergency currency. However, it will be just as well to remember that if you want to keep your commission house good natured and yourself on their glad-to-see-you list, you will cut out the overdraft habit.

This Society of Equity's people are amusing to say the least. One point of fundamental wisdom is this: "When the farmer fixes a fair price for his produce he should be willing to accept that amount, and as soon as he accepts that idea of doing business the speculation in farm produce will cease. The proper method is to set a good, fair price, hold for that and sell through your own exchange whenever possible, and when not possible, put 1 per cent of gross proceeds into the exchange to keep it running." Ah! this is it—no nonsense about

that; because 1 per cent of the farmer's gross sales would make a nice, tidy sum for "the Exchange" (sic) to handle.

This is a good time of year to draw a line on tenants. It's only the occasional one that is likely to "nip" you, but that occasional one may cost you a pretty penny if you haven't him lined up among the good ones.

The printer last month had a square "mix-up" of portraits, having substituted the pictures of Mr. Chas. B. Wing in the sketch of G. E. Ady on page 11 and that of Mr. Ady for Mr. Wing on page 32. This sort of thing is always annoying to both the publishers and the victims; but on this occasion the chagrin of the publishers was somewhat tempered by the fact that both men are so "good lookers" that neither had any valid "kick coming" on the score of "libelous portraiture."

It is now up to Iowa seed dealers and buyers to get busy with a campaign to remodel the pure seed law of that state. The present law being a demonstrated failure, the thing to do is to join with the Commissioner, Hon. H. R. Wright, in making a new one and in creating public opinion that will make the legislative work next winter both easy and effective. A pure seed law the state will assuredly have—it's the fashion, if not a necessity; the duty now is to have one made that is both fair to all interested and workable at the same time.

It is reported from Washington that the Commerce Commission is of the opinion that the new bill of lading will be accepted by both shippers and carriers without serious objection. The Commission's belief is based on the fact that during the first fortnight after the bill was published few objections to it had been filed; but the Commission may realize later that a fortnight's study of the bill is necessary to give shippers a realizing sense of what it may mean to them. Certainly the grain trade cannot be said to be part of this non-committal disposition, since it is now clear the bill would be a more or less dangerous one to their interests, whatever may or may not be the character of the comments on the bill filed by shippers generally.

The Miller of London, which of late years has been nursing more or less of a grouch against American grain and American flour and most other things American, except our high tariff, which it would like to see transplanted there in exchange for English free trade, which might be bundled over to America, declares itself "at one with those who are in favor of discontinuing the use of American wheat until they grant us the terms we wish to buy upon. . . . In our opinion it is almost as important to pass a resolution saying taboo to American wheat as it is to pass a sale note clause. . . . We are writing in no capitious spirit, but simply once again saying to the authorities on both sides that the British miller only wants what he buys, that and nothing more, and if a parcel or cargo comes to hand wrong he does not want to be forced to accept it willy nilly. Surely that is only the

commonest of common honesty." Right of course; but there is a still grave suspicion on this side that the English "corn merchant" is not given entire credit at home for the reputation for shrewdness as a buyer which he undoubtedly enjoys on this side the Atlantic.

Russian shippers at Nicolaieff have so far recognized European complaints of grain on arrival as to have laid new conditions on all exporters (which have met with no objection from the Russian government), which therefore are now obligatory for seller and buyer alike. These regulations provide that barley for export abroad must not contain more than three per cent weeds, dust, etc., and not more than three per cent of other grain (wheat, rye, oats). Rye must not contain more than two per cent of admixture, or more than seven per cent of wheat. If the parcel contains a greater percentage of admixture and foreign grain than above mentioned, a corresponding reduction must be made in the price of the produce. The next thing is to enforce these rules.

Speaking of claims, let it be borne in mind that actual losses are collectable always, although it may take time, because claims pile into railroad offices by the peck daily. But there are two points to remember when handing in a claim: it must be a valid one and one that can be proved up. As often said in these columns, the proofs are often difficult to make, however. No man who loads out by guess or "to the line" can be dead certain that he has suffered a loss if his terminal weight is short of his guess, and he may have difficulty in substantiating such a claim. Others who have scales do not always take the precaution when loading to have proper witnesses to the weights; and in the courts, as in a claim office, one man's say-so is no weightier as evidence than the other man's say-no. This is all very trite, of course, but the habitual claimant won't be injured by thinking it over.

Wisconsin barley growers have filed a protest against the U. S. Brewers' Association proposition to standardize American beers, whether they be made of pure malt or part malt and part substitutes (corn grits or brewer's rice). From the point of view of the barley growers and malsters this would be highly objectionable for obvious reasons; but there is the brewers' and corn millers' side to the question, nevertheless. Corn grits, as a malt substitute, cannot *per se* be said to be unwholesome in any degree, while the long use of corn has resulted in the production of a light form of beer that the American consumer undoubtedly prefers to the heavier pure malt beers of Germany and England. Nor do we see that the barley grower is as yet suffering by the substitution, since he is not yet able to produce enough prime malting barley to greatly reduce its market value, the demand from the brewers being greater with each succeeding year. When the growers shall have so improved their grain and their methods of harvesting and marketing it as "choice malting" to the point of making that grade too plentiful to hold up at a fair price they may consistently com-

plain of an invasion of their market by the corn miller.

One thing demonstrated is that the work of improving seed grain is much better done by the experiment stations than by the seed importers, however much Kansas may have been benefited by the hard Turkey wheat imported from Russia years ago. The improvement of seed grain, however, takes time, and station areas are limited in extent; hence the demand quite naturally arising, as the value of pure seed is the more appreciated in all parts of the country, for locally grown and acclimated seed of the best strains. The new state of Oklahoma has already set the example of providing for the erection of seed promotion farms, which other states would do well to imitate, Illinois grain dealers having already started that kind of a movement in this state.

The Millers' National Insurance Company reminds its policyholders that of all known causes of fire in mills and elevators lightning causes 8 per cent in mills and 20 per cent in elevators. This apparent disproportion is probably due to the fact that elevators are not only themselves taller than mills but stand out in more isolated positions and thus become "easy marks," literally and figuratively; for it is still a tradition among elevator owners that lightning rods are more dangerous than useful as protectors of buildings. Just so long as that fallacy obtains elevators will burn from this easily preventable cause. Holders of policies, in mutual companies especially, ought to take to heart seriously the fact that a properly erected lightning rod is an absolute cure for this form of hazard, and if their buildings are not so protected they have one chance in five of a loss from this cause.

A Cincinnati tobacco jobber punctures the absurd theory of the Society of Equity that farmers can make prices to suit themselves simply by holding their products. The tobacco farmers of Kentucky have been doing this on the advice of the S. of E., murdering those who refuse to do so and destroying their barns and their tobacco land by fire and otherwise, and at this time at least \$35,000,000 is tied up by this crazy performance. If, then, "the time ever comes when the warring factions in Kentucky decide to smoke the pipe of peace," says this broker, "there will be an ample supply of tobacco with which to celebrate the event, as the greater part of the crops is being held by the organized growers. How much tobacco these determined men are holding one may gather from the fact that the total amount of tobacco grown in the United States in the year 1907 was almost 700,000,000 pounds, of which Kentucky produced more than one-fourth. The men who are now waging war on the so-called trust are said to be carrying 350,000,000 pounds of the weed, or 110,000,000 pounds more than was produced by all the growers in Kentucky in the last year. In other words, the organized growers have more than two entire crops tied up in the pool, and have been living for two years upon borrowed money,

in many instances at the sacrifice of many of the comforts and not a few of the necessities of life." When they do let go, as sooner or later they must, where will prices go to?

The Census Bureau is preparing a plan for a five-year instead of a decennial census, at least of certain lines of facts. Certainly, so far as the crop reporting system is concerned, a five-year census of the improved farm acreage and of farm products is a necessity of the present percentage method of reporting condition, since the farther away any current year gets from the census base the greater is the error likely to be, so that as was demonstrated by the census of 1900 the crop reports of the last five years of any decennary have scarcely any value "except for speculative purposes."

A Chicago railway supply man hastens to the defense of the railway argument for an increase of rates. Naturally. He says, "What we desire is prosperity"—of the railway supply men? He, too, argues that it doesn't make any difference what the rate is, provided all pay the same, etc. Well, it is an old theory that when the steel business and railroads are flourishing, and that is what our friend wants, all other industries will be in like condition; but he does not nor has anyone demonstrated that this condition is a *propter hoc* and not a *post hoc*—say to the farmer's prosperity, which is most assuredly dependent in a measure on freight rates on grain, since he pays them, while the consumer pays it on the manufactured product. There never was any greater fallacy than that "high rates bring good times"—the contrary is the truth; but only President McCrea of the Pennsylvania seems to understand it in railroading.

A deputation of Winnipeg newspaper editors returning from a trip of some 1,700 miles through the wheat fields of the Canadian Northwest brought back with them the estimate of a 120,000,000-bushel crop, and also the intelligence that fewer elevators are being built this year than usual. They say that the scarcity of money may have something to do with this condition, but they are beginning to realize, that, as this paper warned them two years ago would be the case, this stoppage of elevator construction is the direct result of the legislation passed at Ottawa. Under the operation of the law as it now stands the farmers of the West have it in their power to temporarily tie up a large amount of rolling stock until it suits their individual convenience to employ it. A farmer may order a car for the shipment of his grain and at the end of twenty-four hours come to the conclusion that he does not require it. When he so decides all he has to do is to write his name at the foot of the list again, and next day or soon after he is again allotted another car, and has once more twenty-four hours in which to make up his mind to use it or decline it. In this way he can go on until he finally uses the car, or, perhaps, sells through an elevator, which could have promptly loaded the car he has kept standing idle. The working of the law is to increase the car shortage, which is inevitable during the fall months

of all but the leanest of years, and to discourage the investment of money in elevators to the extent that movement of grain out of Canada where it cannot all be consumed may become a serious feature of the market.

One of the meanest exactions of the railways is that taken by leases for elevator sites. Unless the elevator is there the carrier does not get the grain, having no facilities for assembling it for removal in its cars, and an exorbitant rental or unfair conditions of a lease amount to little more than sneak robbery of one's friend. No commodity is handled by the carriers with less expense to themselves than grain—it loads itself and unloads itself without expense, save on a transfer; and yet some Western carriers are not content, but insist on bleeding the men who go to heavy personal expense to create business for them and give it to them without any of the handling charges attached to the transportation of all other classes and kinds of freight.

Philip Ochs, Jr., whose elevator is illustrated on page 80, is what might be called a man of gumption—a good, old English word that means a lot. He believes it cheaper to stop a loss at the start than to bother with claims in a railway office, and acts on the belief; and in the article in question is told how he does it. He is fortunate if he gets his burlaps back, and he might find it about as economical to use cheesecloth, as recommended by the Chicago Board of Trade Weighing Department, and throw that kind of lining away as to have the burlaps returned. But no matter; his plan of stopping leaks before his cars leave the elevator is a good one, and the habit of lining his cars shows the careful man who can hardly fail to succeed in his line of business and enjoy life while he is doing it.

The Northwestern Miller says, "The next great agitation in the Canadian grain trade is likely to be for government ownership of elevators." Well, if the kind of agitation now going on there continues, it is pretty certain to be government ownership or no elevators; for there is little inducement, under the present trade handicaps of the grain act, to induce private individuals to go into the grain or the elevator business in Canada. But the Miller professes to see advantages in government ownership, but it is not very clear who would reap them. It might, as the Miller says, cause the present dual system of loading to disappear, all grain going through an elevator, which would hasten the movement by 25 per cent, but the system would not disappear unless the government also guaranteed the price at the terminal, which is now the growers' only reason for shipping on his own account and not through the elevator. In fact, the only way the government could make grain go through the elevators would be to force it, by withdrawing all present privileges the grain act accords the grower, and since the agitators have brought the system to its present condition, they would not be likely to let go of any privilege, even to the government elevators, that would not be more than offset by others even more annoying.

TRADE NOTES

Sprout, Waldron & Co. of Muncy, Pa., recently received an order through their representative at Hongkew, China, for a 200-barrel flour mill.

The Hygienic Grain Refiner Co. of Princeton, Minn., has been incorporated, with a capital stock of \$100,000, by Joseph Craig, Fred Mears and John B. Lee, Jr.

D. G. Eikenberry, of the B. S. Constant Co., Bloomington, Ill., spent the early part of August on a vacation at Atlantic City, N. J., returning home August 15.

The board of directors of the Millers' National Insurance Co. have elected A. Fassler of the Inter Ocean Mills, Topeka, Kan., a director of the company to fill the unexpired term of the late Bernhard Warkentin.

The Hubbard & Palmer Co. of Mankato, Minn., has awarded a contract to the Minneapolis Steel & Machinery Co. for a 10x30-inch Twin City Corliss Engine, 60-inch by 16-foot horizontal return tubular boiler, feed water heater and purifier, boiler feed pump, etc., for the new cleaning house and elevator at Kasota, Minn.

The iron work supporting the famous Boardwalk at Atlantic City, N. J., is painted with Dixon's Silica-Graphite Paint and the superintendent of the Boardwalk declares that no other paint resists the destructive conditions of salt air so well. This is the paint that is recommended for elevators and all painting where protection from the weather is desired.

The Stephens-Adamson Manufacturing Co., Aurora, Ill., recently closed a contract with the Cedar Rapids Grain Co., Cedar Rapids, Iowa, and the Clinton Grain Co., Cedar Rapids, Iowa, to furnish them their entire equipments of conveying and transmission machinery. The Stephens-Adamson Manufacturing Co. is prepared to handle large and small contracts and is building up a big business in the grain trade.

Robert Paul Durham, secretary of the John S. Metcalf Co., grain elevator builders of Chicago, was married recently to Miss Alma Elta Macdonald, daughter of James Macdonald, president of Macdonald Engineering Co. of Chicago. The marriage was consummated at the home of Mr. Macdonald in Evanston. Mr. and Mrs. Durham are spending their honeymoon at Georgian Bay and will be at home in Evanston in the fall.

The 1908 catalogue of the Invincible Grain Cleaner Co., Silver Creek, N. Y., is a handsome book of 112 pages and lists the company's line of grain cleaning and packing machinery. The company has improved its line in every essential point, bringing every machine up to date, and new machines have been added from time to time to meet the advanced thought on grain cleaning. The new catalogue illustrates and describes all the machines and is so full of information on grain cleaning that it should be in the hands of all dealers. The Invincible Company will be glad to send a copy to anyone desiring it.

The Huntley Manufacturing Co., Silver Creek, N. Y., is mailing a new booklet entitled "The Monitor, Its Exclusive Features." This little booklet describes in a concise manner the many exclusive, improved features of the Monitor Scourers and Polishers, both in the single machines and the two-high type. Special attention is called to the Monitor Scouring Regulator, recently patented, which enables the operator instantly to adjust the scouring to suit the needs of his wheat without breaking any of the grain. This attachment has been thoroughly tested for the past two years in several of the large mills and is fully guaranteed to do all that is claimed for it. The booklet cleverly illustrates the special points of Monitor machines, including the exposed bearings, which form of construction make the Monitor Scourers and Polishers as nearly fireproof as it is possible

to build this class of machinery and which has the approval of the various fire underwriters' associations. The scouring cases and scouring and polishing cylinders of these machines are illustrated, as well as the complete machines, and the booklet gives details as to sizes, capacities, etc. The booklet is free to those who write for it.

The American Machinery & Construction Co. of Milwaukee, Wis., has just received an order from the Horlicks Malted Milk Co. of Racine, Wis., for a No. 4-S all steel American Barley Cleaner. This size of machine has a capacity of 900 bushels when cleaning with fine screens. This is the second all steel American Grain Cleaner which the company has sold the Horlicks firm this year, which attests the fine character of the machine's work.

"Something Better" is the title of a booklet issued by H. W. Caldwell & Son Co., Chicago, Ill., illustrating and describing the equipment furnished by the company for the great Hecker-Jones-Jewell mill in New York City. As most people in the trade know, this plant is one of the most completely equipped mills ever built. The dominant thought that controlled the engineers in designing the plant, both as a general proposition and in every detail, was to so construct the mill that every part and portion of it would not only be the best of its kind, but would be capable of running steadily day and night, year in and year out, with a minimum cost of operation and the least possible interruption. The H. W. Caldwell & Son Co. was called upon to produce a part of this equipment and the way in which the ideas of the engineers were carried out speaks eloquently for the facilities of the Caldwell shops. The rope drives used in the mill were installed by the Caldwell company, the sheaves all being of special construction. The American, or single rope, system is employed, but the engineers desired to use the English, or engineers', groove and it was necessary to construct special sheave wheels for all the drives. The booklet shows a number of photographic reproductions of the different drives. The Caldwell Double Disc Clutch is used throughout the mill and there is a number of other specialties made by the Caldwell company in its equipment. These include steel conveyor troughs, galvanized iron wheat bins and Caldwell Helicoid Conveyors, and are all illustrated in the booklet under review. This booklet will be sent free to our readers and is worthy of careful consideration.

THE GASOLINE RISK.

The burning of the grain elevator of Crewe & Williams at Ossining, N. Y., on July 17, with a loss of \$6,000, is thus referred to by the Insurance Press:

"A two-story building of ordinary brick construction. Gravity feed gasoline engine stands in close proximity to grinding mill and cleaner which it operates. The long immunity from fire is, no doubt, the cause of the persistent neglect of the dangers which beset an ordinary risk. The presence of the gasoline engine makes this risk at the present time undesirable, as the gravity feed is not only objectionable, but, as it is situated in close proximity to the mill, the result will not require any explanation. To suit the needs of the business it may be necessary to have the machine inside the building, and if this is the case it should be inclosed in a section entirely cut off, so that the dust of the grinders will not come in contact with the engine in operation. The substitution of an approved machine in place of this gravity feed will materially reduce the rate.

"It may never be known positively what caused the fire, but it is entirely possible that the cause was the gasoline engine that had been reported neglected. The employees and the members of the firm were accustomed to seeing it, no doubt, in the condition in which the inspector found it, and did not realize that its neglect could result in the destruction of the elevator and the loss of life."

The Farmers' Elevator Co. of Welcome, Minn., has increased its debt limit to \$10,000.

G. W. EHLE.

It was Lord Bacon who said that reading maketh a full man, and it is likewise true that experience makes a ready man. It is paradoxical to think of a grain man without experience, but there are few that have had such extensive acquaintance with the country trade as has G. W. Ehle, the subject of this sketch.

Mr. Ehle is now representative in Western territory for Lamson Bros. & Co. of Chicago. He was born at Kenosha, Wis., on October 4, 1848, and moved early with his parents to Winona, Minn., where he graduated in the Normal School in 1866. He then engaged in the railroad business with the Chicago North-Western Railroad at Owatonna, Minn., until 1874, when he went into the grain business which he has followed ever since.

He first operated a line of elevators, which he



G. W. EHLE.

owned at points on the H. & D. Division of the St. Paul Road, making his headquarters at Minneapolis. In 1900 he sold out and removed to Chicago, taking a position as traveling representative for Ware & Leland. In February, 1907, he went with Lamson Bros. & Co., and is now devoting his energies to the business of that house.

A car of new spring wheat was received at Chicago on August 6 from Iowa. It inspected no grade on account of being heated and sold at \$1.08. Last year the first car was received on August 17, inspected No. 3 and sold at 92 cents.

B. W. Snow, who has been making a thorough canvass of the Northwestern situation, says, at the best, the yield this year will not be more than 15,000,000 to 20,000,000 bushels more than a year ago, when the total crop in the three states was 155,000,000 bushels, or only slightly larger than in 1904, the celebrated black rust season.

The wheat yield in the Dakotas is now estimated at about 100,000,000 bushels. Black rust, heat and drouth have affected the yield from 10 to 20 per cent. There is a large increase in durum crop, which is large. The crop, however, is now considered secure. The corn crop promises well. Oats will be much poorer than last year.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Aug. 8, 1908, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	1,341,000	13,000	60,000	4,000	
Boston.....	214,000	8,000	19,000		1,000
Buffalo.....	531,000	243,000	136,000	18,000	152,000
do. afloat.....	2,972,000	207,000	33,000	47,000	
Chicago.....	89,000	121,000	15,000	11,000	
do. afloat.....	435,000		36,000	9,000	112,000
Duluth.....	755,000				
do. afloat.....	389,000	4,000			
Galveston.....	682,000	165,000	25,000		
do. afloat.....	1,589,000	48,000	19,000		
Indianapolis.....	220,000	5,000			42,000
do. afloat.....	1,180,000	37,000	32,000	5,000	164,000
Minneapolis.....	752,000	16,000	33,000		56,000
Montreal.....	34,000	58,000	93,000		
New Orleans.....	1,496,000	74,000	372,000	3,000	59,000
do. afloat.....		7,000	140,000	1,000	
Peoria.....	554,000	1,000	59,000	1,000	
Philadelphia.....	453,000				
Port Arthur.....					
do. afloat.....	1,423,000	28,000	96,000	1,000	1,000
St. Louis.....					
do. afloat.....	375,000	74,000	270,000	18,000	
Toledo.....					
Toronto.....	188,000	17,000			
On Canal.....	1,233,000	691,000		14,000	
On Lakes.....					
On Miss. River.....					
Grand total.....	16,998,000	1,816,000	1,774,000	138,000	570,000
Corresponding date 1907.....	48,486,000	5,738,000	1,801,000	598,000	387,000

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for five weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1908.	1907.
St. Louis.....	3,323,000	2,573,000
Toledo.....	1,299,000	306,000
Detroit.....	113,000	107,000
Kansas City.....	5,870,000	4,089,000
Winter wheat.....	10,595,000	7,025,000
Chicago.....	3,317,000	1,812,000
Minneapolis.....	7,025,000	10,800,000
Duluth.....	5,012,000	6,750,000
Spring wheat.....	2,054,000	3,144,000
Aggregate, 5 weeks.....	11,153,000	12,724,000
Aggregate, 5 weeks.....	21,748,000	19,749,000

Total receipts of winter and spring wheat at primary markets five weeks since June, 1908, with comparisons:

	Winter.	Spring.	Total.
1908.....	10,595,000	11,153,000	21,748,000
1907.....	7,025,000	12,724,000	19,749,000
1906.....	13,882,000	16,188,000	30,070,000
1905.....	14,336,000	9,502,000	23,838,000
1904.....	8,054,000	7,810,000	15,864,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Aug. 8, 1908, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Aug. 8, 1908.	For Week Ending Aug. 8, 1907.	For Week Ending Aug. 1, 1908.	For Week Ending Aug. 1, 1907.
Wheat, bushels.....	2,339,000	1,552,000	2,116,000	1,835,000
Corn, bushels.....	53,000	1,062,000	88,000	1,523,000
Oats, bushels.....	35,000	163,000	9,000	184,000
Rye, bushels.....	26,000		17,000	
Barley, bushels.....	63,000	18,000	62,000	94,000
Flour, bbls.....	164,900	130,000	155,800	125,000

Sioux City received its first new wheat on July 22 from Nebraska. Weighed 61 pounds.

The Moran Grain Co., Moran, Kan., is ready to supply farmers with choice seed wheat at cost.

The spread this season between No. 1 Northern and Durum at Minneapolis has reached 30½ cents.

W. L. Richeson, chief inspector of grain at New Orleans, is making his annual visit to the Western primary markets.

New Orleans exported 24,000 bushels of wheat in July, making since September 7, 1907, a total of 4,692,371.50 bushels of wheat and 3,786,154 bushels of corn.

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1908:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	2,113,656	650,116	1,213,790	188,000
Corn, bushels.....	134,430	2,262,339	16,543	1,748,954
Oats, bushels.....	281,561	246,045	482	732
Barley, bushels.....				
Malt, lbs.....				
Rye, bushels.....	11,421	4,136		17,089
Timothy Seed, lbs.....	8,278	2,739		243
Clover Seed, lbs.....	603			
Hay, tons.....	2,311	6,279	1,069	2,401
Straw, tons.....				
Flour, bbls.....	53,174	163,420	98,492	75,181
Mill feed, tons.....				

BOSTON—Reported by Daniel D. Morse, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Flour, bbls.....	100,733	115,500	18,232	53,980
Wheat, bushels.....	203,028	1,281,242	113,686	1,006,208
Corn, bushels.....	52,192	199,061		123,734
Oats, bushels.....	352,382	301,934	1,200	20,089
Rye, bushels.....	25,182	2,615	17,089	
Barley, bushels.....		1,500		
Flax Seed, bushels.....				
Peas, bushels.....	1,925			
Mill Feed, tons.....	1,198	2,578		20
Cornmeal, bbls.....	3,180	1,450	820	75
Oatmeal, bbls.....	8,785	5,614	7,287	1,565
Oatmeal, sacks.....	7,975	12,290	4,371	18,662
Hay, tons.....	6,130	10,250	115	280

BUFFALO—Reported by Walter J. Shepard, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	3,013,035	6,931,307	723,072	1,147,018
Corn, bushels.....	2,329,032	7,343,455	281,176	466,303
Oats, bushels.....	1,142,074	1,133,132	394,595	699,384
Barley, bushels.....	95,000	606,180	68,800	220,453
Timothy Seed, lbs.....	20,000	52,100		
Clover Seed, lbs.....	47,980	36,000		
Grass Seed, lbs.....				
Flax Seed, bushels.....	730,290	1,908,000	30,930,952	
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	728,934	1,217,487		

Receipts were by lake. Shipments were by canal.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	3,041,962	1,347,000	2,502,447	716,194
Corn, bushels.....	5,051,571	8,569,512	7,134,302	11,510,570
Oats, bushels.....	5,231,604	4,194,546	5,853,442	4,668,580
Barley, bushels.....	882,550	392,412	326,305	95,477
Rye, bushels.....	72,071	89,000	85,981	115,014
Timothy Seed, lbs.....	603,687	582,730	572,663	385,012
Clover Seed, lbs.....	12,550		40,000	4,097
Other Grass Seed, lbs.....	178,928	404,332	1,328,735	1,431,952
Flax Seed, bushels.....	63,980	63,404		1,187
Broom Corn, lbs.....	533,315	480,620	1,088,362	1,215,623
Hay, tons.....	17,727	24,781	630	1,882
Flour, bbls.....	633,636	699,810	582,229	570,019

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	622,278	109,844	612,528	69,256
Corn, bushels.....	514,198	618,430	485,206	536,768
Oats, bushels.....	395,758	234,444	167,634	106,548
Barley, bushels.....	5,010	19,000		110
Malt, bushels.....	88,536	180,000	80,436	56,551
Rye, bushels.....	16,890	16,212	1,166	3,951
Timothy Seed, lbs.....	288	385	592	591
Clover Seed, lbs.....	195		289	
Other Grass Seed, lbs.....	4,559	5,846	4,014	6,373
Hay, tons.....	9,215	8,346	8,557	5,328
Flour, bbls.....	117,347	77,635	86,551	49,818

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	104,624	74,989		7,457
Corn, bushels.....	130,820	272,571	158,190	251,654
Oats, bushels.....	122,904	238,671	5,271	2,814
Barley, bushels.....		3,900		
Rye, bushels.....	4,750	14,988		5,607
Flour, bbls.....	18,800	17,000	7,200	8,000

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,976,461	2,846,701	2,610,765	4,451,334
Corn, bushels.....		24,061		50,410
Oats, bushels.....	70,182	362,325	123,029	515,577
Barley, bushels.....	65,690	63,434	31,260	458,028
Rye, bushels.....	3,041	43,368	22,337	79,374
Flax Seed, bushels.....	420,965	894,422	1,836,287	3,070,789
Flour, bbls.....	317,115	516,735	311,150	131,230

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	5,754,000	3,484,000	3,020,850	942,000
Corn, bushels.....	564,300	888,000	344,300	717,000
Oats, bushels.....	222,000	621,000	141,000	546,000
Barley, bushels.....	4,400	20,000		3,000
Rye, bushels.....	11,550	11,000	3,150	3,000
Bran, lbs.....	1,040	540	7,260	2,790
Flax Seed, bushels.....	1,600	800		
Hay, tons.....	14,124	14,712	2,976	5,150
Flour, bbls.....	9,000	7,400	197,500	87,400

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	677,000	961,000	432,616	246,600
Corn, bushels.....	207,000	542,935	262,890	554,141
Oats, bushels.....	670,400	753,600	450,487	502,163
Barley, bushels.....	558,883	385,200	460,856	200,400
Rye, bushels.....	43,200	33,700	22,100	30,600
Timothy Seed, lbs.....	49,940	101,280	338,335	379,020
Clover Seed, lbs.....	7,970		815,835	33,945
Flax Seed, bushels.....	1,090	1,090		
Hay, tons.....	1,090	2,282	12	144
Flour, bbls.....	223,000	189,175	228,906	247,282

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	3,280,172	3,220,263	3,280,886	2,799,429
Corn, bushels.....	131,738	1,066,185		1,027,733
Oats, bushels.....	445,334	861,751	59,314	1,043,798
Barley, bushels.....	191,074	148,881	238,387	113,821
Rye, bushels.....		1,000		16,492
Flax Seed, bushels.....	413,285	35,450	105,518	139,711
Flour, barrels.....	90,325	486,304	105,586	181,478

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....			16,000	136,000
Corn, bushels.....				
Oats, bushels.....				
Barley, bushels.....				

NEW ORLEANS—Reported by H. S. Herling, secretary of the Board of Trade.

Wheat, bushels.....	1,000	121.00	53,618
Corn, bushels.....	235,000	422,000	41,076
Oats, bushels.....	422,300	550,000	2,485
Bacon, bushels.....			180,340
Rough rice.....			
Clear rice pockets.....			
Hay, bales.....			
Flour, bbls.....	126,244	42,200	100,803

FIELD SEED SECTION

CORN SHOW SAMPLES.

In making up its rules for the admission of corn samples in competition for the prize of its premium list, the executive council of the Iowa Corn Growers' Association made one important change, which provides that every sample shown shall be officially tested. When the judges start work they will have the test boxes before them for examination, and the tests will be carefully considered in placing the ribbons. This will be a big help in the corn sale, since the buyer will know whether or not the corn possesses strong vitality before he buys it. Official score cards have been provided, too, and every sample shown will be scored and the score given to the owner, so that he may know just where he stands. This will mean a heavy expense for judges, but the results will more than justify it.

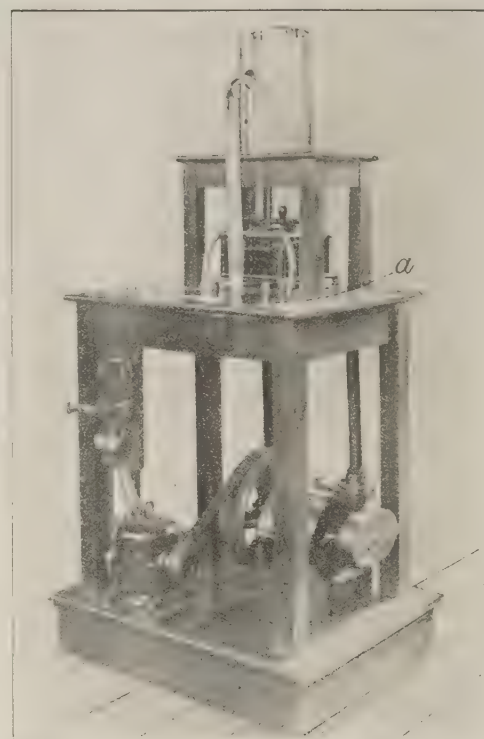
The council also provided for a big "Corn Growers' Day" at the Iowa State Fair. The day chosen for this purpose was Wednesday, August 26. The chief attraction will be a speech by Secretary Wilson. There will be meetings of all the county committees and corn clubs, and plans will be perfected for making the corn show at Ames next winter the most successful of any in the history of the association.

AIR BLAST SEED SEPARATOR.

The making of purity tests of chaffy samples of grass seed, such as redtop and blue grass, is very slow work, even after careful sifting. A great amount of time is required in making the tests and the strain on the eyes of the operator is very severe when working continuously on small seeds. To facilitate this work the machine shown in the accompanying figures was designed. By means of this apparatus a very close separation can be made between chaff and pure seed, and after a sample of chaffy seed has been blown, which operation does not take more than one or two minutes, the purity test can be completed in one-quarter to one-half the time that would be re-

quired if it were not blown. It is also very useful in separating seeds which are practically the same size and shape, but have a slight difference in specific gravity. It was designed to make separations with weighed samples, which cannot be made with sieves.

The essential parts of the machine are two glass tubes, shown in Fig. 1. The blowing tube is tapered at the lower end with a slight flange, a, at the bottom. The upper end is drawn out



AIR BLAST SEED SEPARATOR, FIG. 2.

is put over the lower end of the blowing tube and tied above the flange at the bottom. A weighed sample of seed is put in the top of the tube and the bottom is set into a funnel-shaped opening in the table, as shown in Fig. 2. The top of the tube is put through the hole in the side of the cylinder, which rests on a sheet of white paper. The blower is then set in motion and the air gradually turned into the blowing tube by means of the valve, a, shown in Fig. 2. The air gradually raises the seed in the blowing tube and the lightest part is carried over into the receiving cylinder and falls on the paper. The sample can be blown until only the heavy seed is left in the blowing tube, or several separations can be made. It is usually better to divide the sample into three lots, the first containing the chaff and no seed, the last containing no chaff and most of the seed, and the second lot, which can be made very small, containing both chaff and light seed. In this way, the first and third lots have to be gone over for foreign seeds only, and the small second lot is all that needs actual separation by hand. Where the approximate purity of a sample within 1 or 2 per cent is required no hand work is needed, as the separation can be made sufficiently close with the machine. The blower required to operate this machine should be capable of furnishing a one-inch stream of air under a pressure of about one-half pound per square inch.

VITALITY AND GERMINATION OF SEEDS.

[Summary of a bulletin issued by the Bureau of Plant Industry, United States Department of Agriculture.]

A seed is a living organism, and must be dealt with as such if good results are expected when put under favorable conditions for germination.

The first factors determining the vitality of a seed are maturity, weather conditions at the time of harvesting, and methods of harvesting and curing. Immature seeds sown soon after gather-

ing usually germinate readily, but if stored they soon lose their vitality. On the other hand, well-matured seeds, harvested under favorable conditions, are comparatively long-lived when properly handled.

Seed harvested in damp, rainy weather is much weaker in vitality than seed harvested under more favorable conditions. Likewise, seed once injured will never regain its full vigor. The curing of the various seeds is of the utmost importance, and great care should be taken to prevent excessive heating, otherwise the vitality will be greatly lowered.

The life period of any species of seed, granting that it has been thoroughly matured and properly harvested and cured, is largely dependent upon environment. The average life of seeds, as of plants, varies greatly with different families, genera, or species, but there is no relation between the longevity of plants and the viable period of the seeds they bear. The seeds of some plants lose their vitality in a few weeks or months, while others remain viable for a number of years.

With special precautions and treatment there is no question that the life of seeds may be greatly prolonged beyond that which we know at present, though never for centuries, as is frequently stated. Cases so reported cannot be taken as evidence of the longevity of seeds. It is known that seeds retain their vitality much better in some sections of the country than in others. The part which climatic influences play in the vitality of seeds is of much more importance than is generally supposed.

Experiments have shown that moisture is the chief factor in determining the longevity of seeds as they are commercially handled. Seeds stored in dry climates retain their vitality much better than when stored in places having a humid atmosphere. The deleterious action of moisture is greatly augmented if the temperature be increased. Not infrequently is vitality destroyed within a few weeks or months when the seeds are stored in warm, moist climates. If stored in a dry climate, the question of temperature within a normal range is of little moment.

The storage room for seeds as they are ordinarily handled should always be dry. If seeds could be kept dry and at the same time cool, the conditions would be almost ideal for the preservation of vitality, but the difficulties to be overcome in order to secure a dry and cool storage room render this method impracticable. The most feasible method for keeping seeds dry and thus insuring strong vitality is to store them in well-ventilated rooms kept dry by artificial heat. This method of treatment requires that the seeds be well cured and well dried before storing.

If seeds are not well dried vitality is best preserved at temperatures just above freezing, provided that the temperature is maintained uniformly. In no case must the temperature of the storage house be increased unless the seed is amply ventilated so that the moisture liberated from the seed can be carried off readily by the currents of warm air. If this precaution is not taken the increased humidity of the air confined between the seeds will cause a marked injury. For this same reason seeds kept at low temperatures during the winter will deteriorate in the warm weather of spring, especially if they contain much moisture.

Most seeds, if first carefully dried, can withstand long exposures to a temperature of 37 degrees Centigrade (98.6 Fahrenheit) without injury, but long exposures to a temperature of from 39 to 40 degrees Centigrade (102.2 to 104 degrees Fahrenheit) will cause premature death. If the seeds are kept in a moist atmosphere a temperature of even 30 degrees Centigrade (86 degrees Fahrenheit) will soon cause a marked injury.

Seeds can endure any degree of drying without injury; that is, by drying in a vacuum over sulphuric acid. It is believed that such a reduction



AIR BLAST SEED SEPARATOR, FIG. 1.

quired if it were not blown. It is also very useful in separating seeds which are practically the same size and shape, but have a slight difference in specific gravity. It was designed to make separations with weighed samples, which cannot be made with sieves.

The essential parts of the machine are two glass tubes, shown in Fig. 1. The blowing tube is tapered at the lower end with a slight flange, a, at the bottom. The upper end is drawn out

in the water content is necessary if vitality is to be preserved for a long period of years. However, with such treatment the seed coats become very firm, and there usually follows a retardation in germination as a result of the inability of the seeds to absorb water rapidly enough to bring about the necessary physical and chemical transformations for the earlier stages of germination.

Seeds that are to be sent to countries having moist climates should be put up in air-tight packages. Experiments have shown that by the judicious use of bottles and paraffined packages seeds can be preserved practically as well in one climate as in another. It is of the utmost importance that the seeds be dry before being sealed in bottles or paraffined packages. A drying of ten days at a temperature of from 30 to 35 degrees Centigrade (86 to 95 degrees Fahrenheit) will usually be sufficient. However, a better method to follow is to dry until no more moisture is given off at a temperature equivalent to the maximum of the region in which the seeds are to be distributed. If this is not done, the subsequent increase in temperature will liberate an additional quantity of moisture, which being confined in the package will leave the seeds in a humid atmosphere and a rapid deterioration in vitality will follow.

Experiments in storing seeds in open and sealed bottles and in packages with definite quantities of moisture and at various known temperatures have shown a very close relationship between the loss in vitality and the increase in water content, the deterioration likewise increasing with the temperature. Of a series of experiments the average loss in vitality of seeds kept in envelopes in a "dry room" was 21.19 per cent, "trade conditions" 36.63 per cent, "basement" 42.28 per cent, while the loss in the case of seeds stored in bottles was only 8.08, 3.92 and 4.51 per cent, respectively.

Seeds under ordinary conditions of storage respire quite freely, and respiration is much more rapid if much moisture is present. Within certain limits respiration is directly proportional to the amount of moisture present in the seed and inversely proportional to the duration of vitality. Respiration is not necessary to the life of seeds, as they can be kept in conditions unfavorable for respiratory activity and still retain their vitality even better than under normal conditions of storage. Even though respiration be entirely prevented seeds will continue to deteriorate, and sooner or later lose their vitality.

The continued deterioration in the vitality of a seed after respiration has ceased indicates a chemical activity within the cells, giving rise to a transformation of energy which sooner or later leads to the death of the seed. Respiration is almost as active in the dark as in the light, provided that the temperature and the humidity remain the same.

Ferments and seeds lose all power of activity under similar conditions of moisture, and the former are undoubtedly of the utmost importance in metabolic activity, but the evidence at hand goes to show that the life of a seed is not dependent on the preservation of the particular ferment involved or on the zymogenic substances giving rise to the enzyme.

The life of a seed is undoubtedly dependent on many factors, but the one important factor governing the longevity of good seed is dryness.

SAMPLING CLOVER SEED.

Shippers are advised by C. A. King & Co. of Toledo to be careful in taking samples of clover seed. A little off the top is like taking cream off of milk. The center and both ends of the bag should be probed, which will give a nearer average sample and avoid disappointments in the grade.

The first new grain from the Northwest to reach Minneapolis was a car of barley from Northfield,

Minn., on July 26. The grain tested 47 pounds to the bushel, was a good berry, of medium color, and with buyers crowding about and inspecting it, was sold finally to T. M. McCord for 56 cents a bushel.

B. W. CROSSLEY.

It was but a few years ago that the agricultural colleges were regarded in many circles as rather more ornamental than useful, but since the college graduate is forging to the front in agricultural affairs to almost the same extent that he is in business and the professions, there is a growing tendency to reverse opinions as to the value of technical training for farmers. To be sure, not all graduates of the agricultural colleges are successes, but the percentage of those who do succeed is large enough to be noticeable.

A conspicuous example of the successful kind



B. W. CROSSLEY.

is B. W. Crossley, Ames, Iowa, whose portrait appears herewith. Mr. Crossley, who is of English descent, graduated from the Iowa State College with the class of 1907. He was a member of the international corn judging team which defeated Kansas and Missouri in the winter of 1906 and also a member of the stock judging team which this year puts on at Ames its sixth annual Stock Show in December of 1906. He also served as assistant professor of farm crops at the Iowa State College, handling a freshman class of 150 students.

Since leaving college Mr. Crossley has become identified with corn improvement work. He is secretary of the Iowa Corn Growers' Association, which this year puts on at Ames its sixth annual corn contest, with a premium list of \$12,000, from January 4 to 16, 1909. He also is secretary of the Iowa commission appointed by the governor of the state to prepare and install a suitable exhibit from Iowa at the National Corn Exposition to be held at Omaha December 10 to 19, 1909. As Mr. Crossley is but 22 years of age, it will be seen that he has made the most of his opportunities.

HOW TO SELECT SEED CORN.

Sound advice on the selection of seed corn is given in a bulletin issued by the Georgia Experiment Station as follows:

The common practice among farmers is to select from the mass of corn in the crib the soundest and best appearing ears of corn. The previous history of a particular ear is not known. It may be that a fine-looking, sound and perfect ear may have been produced by one of a hundred plants, all of which sprang from one ear the preceding season, but of that hundred plants there might have been ten or a dozen that were entirely

barren, or of which the ears were imperfectly developed.

The correct plan is to start from a well-formed ear or ears, the product of a well-formed plant, note the yield and other essential points of merit—thus making a history that may be afterward referred to and which will serve as a guide to future selections.

Every farmer should have a seed-breeding patch of an acre—more or less—on which he should plant three or four rows of each variety he may desire to test, or of each of several ears representing the same variety. Distinctly different varieties should not be planted in the same patch, or within fifty yards of each other, except for the purpose of a direct competitive yield test. A few seeds of each variety may be planted in widely separated locations, or they may be planted at dates of not less than ten or fifteen days apart, the object being to produce pure and unmixed seed of each of the varieties that may on the same day, in order to determine their relative merits, be planted in closely adjoining rows. Of a dozen or fifty stalks planted to themselves in the way above indicated, every alternate plant, or row, should be detasseled as soon as the tassels can be reached with the hand. This will result in a cross-breeding of the detasseled plants by means of pollen from the tassels of other plants. It is claimed that the ears produced by detasseled stalks will produce more vigorous plants when planted the following year. All barren stalks should also be detasseled or, better, cut down as "cumberers of the ground."

The above plan should be practiced every year as a regular detail of corn culture, just as the animal breeder gives careful attention to the selection of the best sires and dams. The plan involves, as an essential feature, the selection of seed in the field and not from the crib. A stalk in the midst of a perfect stand adjacent to it, bearing two apparently well-developed ears, and appearing to be more productive than others, the ears well protected by shucks and placed low down on the stalk, should be selected as a beginning. The ears, wrapped in paper, should be carefully kept in a dry place during the winter and at the proper time in the spring the seeds—rejecting the butts and tips—should be planted in the breeding patch. The selection of one or more similar stalks should be made as above described for next year's breeding patch, and a second selection of sufficient to plant the entire crop may be made from the same.

NOTES.

The Reynolds Seed and Commission Co., East St. Louis, Ill., has increased its capital stock from \$10,000 to \$20,000.

Articles of incorporation have been filed by the Stoecker Seed Co. of Peoria, Ill. The incorporators are L. F. Stoecker, H. W. Stoecker and Emil Unzicker, and the capital stock is \$30,000. The new corporation succeeds the Weber Seed Co.

Lem W. Bowen has been elected president of D. M. Ferry & Co., Detroit, Mich., to fill the vacancy caused by the death of D. M. Ferry. Mr. Bowen has been treasurer and general manager of the large seed firm and for a number of years has been the executive head of the business. Mr. Bowen is succeeded by D. M. Ferry, Jr., as treasurer. H. K. White was elected vice-president and Kirby B. White secretary. A. E. F. White continues as auditor.

The Alberta department of agriculture has issued a crop report which shows a remarkable increase over last year. In spring and winter wheat the estimated yield is almost doubled. For 1908 it is estimated that the total yield will be 4,262,082 bushels. The estimates on the oats, barley and rye yields are also largely increased over those of last year.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Spellman & Spitty have overhauled their elevator at Lawndale, Ill.

Boughton & Harlan have sold their grain elevator at Harrisville, Ill.

The J. R. Oston elevator of Enden, Ill., is installing new equipment.

Wm. Dunn has bought out the interest of B. A. Burgess in the elevator at Essex, Ill.

Cooley & Tobey of Reddick, Ill., are rebuilding and enlarging their elevator at that place.

Work on the new Farmers' Grain Co.'s elevator at Chapin, Ill., was commenced last month.

The Shellabarger Elevator Co. has sold the elevator at Maroa, Ill., to Jas. Pulliam, for \$16,500.

The Farmers' Grain Co. have installed a new automatic weigher in their elevator near Hillsboro, Ill.

Jonas Bane has purchased the elevator and lumber yard of C. B. Johnston & Co. at Arrow-smith, Ill.

J. Feely of Chatsworth, Ill., has taken possession of the grain business of Geo. Gibb & Son, at Wing, Ill.

The capital stock of the Windsor Grain Co. of Windsor, Ill., has been increased from \$8,000 to \$16,000.

The Cornell Farmers' Grain Co. of Cornell, Ill., have taken possession of the Rogers plant in that city.

Wm. Murray of Champaign, Ill., will erect an elevator on a site recently purchased by him at Centreville, Ill.

Safe blowers wrecked the office of M. Truby & Sons' Elevator at Joliet, Ill., on August 5. The robbers obtained \$1,500.

The Rogers Grain Co.'s elevator, near Chatsworth, Ill., has been sold to the Healey Grain Co., a farmers' organization.

P. N. Jones, G. H. Geiger and Jas. Donohue have incorporated the Towanda Grain Co. of Towanda, Ill. Capital \$12,000.

Frank Hettinger of Harmon, Ill., is constructing a 52x16x32 foot addition to his elevator and will equip it with new machinery.

Construction work has been commenced on the 50,000-bushel elevator for the Wallace Farmers' and Grain Supply Co. at Ottawa, Ill.

M. R. Corbett has sold his grain elevator at Rosemond, Ill., to John H. Brown of that town. The consideration is given at \$5,000.

Thos. Fish, Jr., J. E. Easley and E. H. Reichert have incorporated the Divernon Grain Co., Divernon, Ill., with a capital of \$10,000.

Arnold & Woods of Penfield, Ill., have sold their elevator at that place to M. Collins and T. Gordon, who will take possession about September 1.

The Turner-Hudnut Grain Co. of Pekin, Ill., has leased the elevator at Conover Station, Ill., from Rufus Blakely, and installed Wesley Craggs as agent.

J. M. Current has purchased the interest of Fay Current in Current Bros.' elevator at St. Joseph, Ill. The firm name will hereafter be Current & Son.

The Interstate Warehouse and Elevator Co. of East St. Louis, Ill., has been incorporated with a capital of \$2,000 by Edward E. Felkel, S. L. Elliott and M. A. Green.

Articles of incorporation have been issued to the Scarboro Elevator Co., Lee, Ill., capital \$13,000. The incorporators are Holden Rosetter, H. A. Hilleson and J. M. Harrmann.

The farmers' company at New Holland, Ill., have determined to rebuild their elevator on the site of the one recently burned. Stock to the amount of \$10,000 has already been subscribed.

The Prairie State Grain & Elevator Co. of Chicago closed its transfer elevator at Kankakee, Ill., the last two weeks in July, while making repairs, and installed an Ellis Grain Drier into its new building.

Ludwig & Grady of Staley, Ill., have placed a contract with the Burrell Engineering and Construction Co. for a new 25,000-bushel elevator, to replace the one destroyed by fire last month. Work will start about September 1.

The management of the Farmers' Elevator at Danvers, Ill., has decided to rebuild their recently burned elevator. The elevator was built in 1904 at a cost of \$11,000 and had a capacity of 50,000 bushels. The losses are fully covered by insur-

ance. The business will not be interrupted during the rebuilding.

Farmers in the vicinity of Mendota, Ill., are organizing the Mendota Farmers' Elevator and Supply Co. for the purpose of building a new elevator or acquiring one of those already there. The capital stock will be between \$8,000 and \$10,000 and is reported to have been subscribed.

IOWA.

D. M. Riggs has started his new elevator at Lone Tree, Iowa.

H. C. Lau has acquired the North Elevator at Klemme, Iowa.

The A. A. Flint Elevator at Dickens, Iowa, is undergoing repairs.

An addition is being built to the Farmers' Elevator at Jolley, Iowa.

The new Burroughs Elevator at Albion, Iowa, has opened for business.

F. C. Nichols is building an addition to his elevator at Liscomb, Iowa.

Roach Bros. have purchased the elevator at Irma, Iowa, and are remodeling it.

The Rothchilds Grain Co. has commenced work on its new elevator at Lorah, Iowa.

Moore Bros. Co. expect to open a grain elevator at Alexander, Iowa, in the near future.

Radebaugh & Munson have acquired the Des Moines Elevator Co.'s elevator at Rippey, Iowa.

Work has been commenced on the Farmers' Elevator Co.'s new elevator at Ogden, Iowa.

Bunton & Volstedt are to build new elevators at both Elkhorn, Iowa, and Kimballton, Iowa.

The Farmers' Grain and Coal Co., Plover, Iowa, has been incorporated; capital stock, \$10,000.

The Farmers' Elevator Co. of Beaver, Iowa, has purchased a site for its proposed elevator.

The contract has been let for an elevator at Kellerton, Iowa, for the Iowa-Missouri Grain Co.

The Reliance Elevator at Pukwana, Iowa, recently destroyed by a windstorm, is being rebuilt.

An attempt is being made to organize a farmers' elevator company in the vicinity of Hawarden, Iowa.

The Omaha Elevator Co.'s building at Council Bluffs, Iowa, is undergoing its annual general repairs.

Wm. Claussen has sold his grain business at Dysart, Iowa, and leased an elevator at Wall Lake, Iowa.

The Farmers' Elevator Co. is building an addition to its elevator at Paton, Iowa, and will handle feed.

The Jewell Farmers' Elevator of Jewell, Iowa, has been incorporated with capital stock amounting to \$6,000.

Articles of incorporation of a Farmers' Elevator Company have been issued to a company in Scranton, Iowa.

The Farmers' Elevator Co. of Rake, Iowa, has purchased the building which it has occupied for the past few years.

The Kunz Grain Co. of Wesley, Iowa, has added the elevator at Mitchell, Iowa, to the string they already operate throughout the state.

The C. & N-W. elevator at DeWitt, Iowa, has been leased to O. P. Beale & Co., who are interested in the grain business at other points.

David Marr has purchased the Northern Grain Co.'s elevator at Traer, Iowa, for a consideration of \$4,200. He will assume active charge.

The Kellerton Grain and Hay Co. has been formed by W. L. Frisby and I. J. Dalbey at Kellerton, Iowa. An elevator will be erected in the fall.

The Weise & Co. elevator at Dysart, Iowa, will be operated in the future by the Clinton Grain Co. Herman Schroeder will be the local manager.

A farmers' elevator company has been organized at Owasa, Iowa, and an elevator will be built at that place. The capitalization of the company is \$3,500.

Jewell, Iowa, is to have a farmers' co-operative elevator, with a capital stock of \$5,000, and fifty members.

A. A. Fellows has sold to the Clinton Grain Co. of Clinton, Iowa, a Johnson Grain Drier for the new elevator at Cedar Rapids, Iowa.

The Western Elevator Co. has opened up the house at Grand Mound, Iowa, formerly run by the Northern Grain Co. L. D. Rutenbeck is in charge.

The Nebraska Hay and Grain Co. of Omaha has commenced the erection of a new grain elevator on the tracks of the Chicago Great Western Railway in Council Bluffs, Iowa. The main build-

ing will measure about 50x100 feet. Another elevator project for Council Bluffs is being considered but as yet nothing further is known.

The Replogle Milling Co. of Shenandoah, Iowa, is building another large elevator on its switch track. This makes seven buildings owned by this company.

F. J. Baumgardner, F. F. Menzel, S. H. Twedt, Jos. Miller and A. G. Graves of McCallsburg, Iowa, have incorporated the Farmers' Grain Co., with a capital of \$3,000.

Bowman & Kaufman of Mt. Pleasant, Iowa, have sold their grain business, elevator and mill to A. D. Hayes and J. F. Hemmings of New London, Iowa, who will remove to Mt. Pleasant.

O. P. Beale & Co., who recently took over the Northern Grain Co.'s Elevator at Tama, Iowa, are making extensive improvements in that plant. A large warehouse and corn crib is contemplated.

The litigation involving the uncompleted new building of the Bosch-Ryan Grain Co. of Cedar Rapids has been settled in favor of the company, and the rebuilding will be pushed in the near future.

The Middletown Elevator Co. of Middletown, Iowa, has been incorporated with a capital stock of \$10,000. The incorporators are: Geo. Nau, W. F. Swartz, C. C. Carden, John Kassell, J. W. McMacken, Allen Barnett, George Boeck.

A project is on foot among the farmers about Onawa, Iowa, to organize a farmers' elevator company and erect an elevator at Onawa. A meeting was held in the interests of the project on July 21 and over two hundred farmers attended.

The Hillsboro Lumber, Grain and Fuel Co., with a capital of \$5,000, has been incorporated at Hillsboro, Iowa. John Ryan has been elected manager and R. E. Watts, John Taylor, John Carter, J. W. Mickelwaite and R. A. Graves have been chosen directors.

Articles of incorporation have been issued to the Farmers' Elevator Co. of Sibley, Iowa, capitalized at \$30,000. The officers are C. W. Sollitt, president, and Geo. E. Mackinson, secretary. The company has purchased the A. W. Harris Elevator at Sibley on a basis of \$4,750.

The Richardson Scale Co. has recently placed three scales in Iowa: a 1,000-bushel scale in the elevator of Pepin & Small, at Salix, Iowa, another 1,000-bushel scale in the elevator of the Bradgate Grain & Coal Co., at Bradgate, Iowa, and a 1,500-bushel scale with the Wells-Hord Grain Co. for its elevator at Chelsea, Iowa.

Cedar Rapids, Iowa, is soon to have two more large elevators. The first of these is now under construction at Eleventh Avenue and Tenth Street West, and will when completed cover about two blocks. It is the property of the Cedar Rapids Grain Co. and is under the personal supervision of its secretary and treasurer, Mr. J. F. Gloe. When completed the elevator and storage house will stand eighty-five feet high, while the cleaning house will have seven full stories and be one hundred feet in height. Two 80-horsepower boilers and a 140-horsepower Corliss Engine will be installed. The cleaning machinery will have a capacity of 15,000 to 20,000 bushels daily. The elevator will be in charge of Lon Sorenson. The officers of the Cedar Rapids Grain Co. are: W. C. Sharp, Artesian, S. D., president; P. A. Schneekloth, Sioux Falls, S. D., vice-president; and J. F. Gloe, Sioux Falls, S. D., secretary and treasurer. The other new elevator in Cedar Rapids will be built by the Clinton Grain Co., on the east side of the river. Both concerns have placed the contract for their conveying and transmission machinery with the Stephens-Adamson Co., of Aurora, Ill.

MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator is being erected at Tescott, Kan.

S. Hutchings has built an elevator at Oak Hill, Kan.

The Home Grain Co. has opened its elevator at Norton, Kan.

The elevator at Boyle, Kan., is to be reopened by Chas. Tucking.

Geo. Hoffman has opened his 30,000-bushel elevator at Little River, Kan.

An elevator is being erected for the Duff Grain Co. at Turlington, Neb.

Kuhlman Bros. of Bonita, Kan., are planning an elevator for Morse, Kan.

The Wm. Kelly Milling Co. has completed its new elevator at Sherman, Kan.

The new 12,000-bushel Farmers' Elevator at Coldwater, Kan., has been opened.

The Jolly & Blanchard Grain Co. of Topeka, Kan., has incorporated with a capital of \$10,000.

The firm had been doing business as a co-partnership.

The new elevator of the People's Elevator Co. at Rich Hill, Mo., is nearly completed.

The Beach Grain and Elevator Co. is remodeling its warehouse at Appleton City, Mo.

The Bryson & Miller Elevator at Adams, Neb., is being enlarged to handle 4,000 bushels daily.

The Kirwin Shipping Association is building a large addition to their elevator at Kirwin, Kan.

The Walnut Creek Mill and Elevator Co. is building an addition to its elevator at Ellinwood, Kan.

The Nye-Schneider-Fowler Co. of Fremont, Neb., have purchased the Schwabe elevator at Chadron, Neb.

Moses Bros.' Elevator at La Crosse, Kan., has been remodeled and enlarged to 12,000 bushels' capacity.

R. M. Parrish has sold his warehouse at Stanhope, Mo., to the Ladd Milling Co. of Marshall, Mo.

H. S. Darr has sold a half interest in his feed and grain business at Lakin, Kan., to Dr. Downing of Missouri.

The Rock Island Mill Co. of Hutchinson, Kan., has leased its elevator to the Liberal Elevator Co. for one year.

C. Hitz & Son are increasing the capacity of their elevator at Girard Mills, Kan., from 10,000 to 25,000 bushels.

The Trans-Mississippi Grain Co. has bought another Richardson Automatic Scale for its Kearney, Neb., elevator.

The Wheatland Elevator Co. of Victoria, Kan., has acquired the business of the I. M. Yost Milling Co., at that point.

The Western Star Mill Co. of Salina, Kan., has bought the Clafin (Kan.) elevator, owned by Moses Bros. of Great Bend.

Voglesong & Hamlin of Paola, Kan., have let the contract for a \$6,000 steel elevator to be erected on their mill property.

Wm. Lewis has purchased the half interest of his partner, D. R. Logan, in the Logan & Lewis Grain Co. of Pawnee Rock, Kan.

E. G. Scoville of Friend, Neb., has sold his elevator and residence at that place to F. J. Bahr of Milligan, Neb., for \$13,500.

The new elevator of the Dickinson Bros. Hay, Grain and Feed Co. at Humboldt, Kan., has been opened. The capacity is 25,000 bushels.

The T. B. Hord Grain Co. has commenced dismantling the old elevator at Columbus, Neb., and will erect a 200,000-bushel structure in its place.

The Rock Mill and Elevator Co. of Hutchinson, Kan., has just completed, in sixteen days, an elevator of 17,500 bushels capacity at Pretty Prairie, Kan.

It is planned to replace the present Hinds-Lindt Elevator at Robinson, Kan., with a strictly modern structure as soon as the present wheat crop has been handled.

The Farmers' Elevator Co. has acquired the Hayes-Eames Elevator at Adams, Neb. Byron Zuver, the new manager, contemplates extensive repairs on the building.

The Miller Grain Co. of Hutchinson, Kan., has bought the White Elevator at Harper, Kan., for a consideration of \$3,300. D. S. Warwick is in charge for the new owners.

The Farmers' Elevator Co. of Ashland, Kan., has determined to build an elevator at Sitka, Kan. The officials of the company are: D. W. Daily, president, and W. B. Grimes, secretary.

Four Kansas firms have recently installed Richardson scales in their plants: The Larabee Flour Mills, at Stafford; the Ellsworth Milling Co., at Ellis; the Hoffman Elevator Co., at Enterprise, and J. Q. Cooper & Co., at Lucas.

After having been in business continuously since 1869, Foote Bros. have sold their corn mill, elevator and grain business in Clinton, Mo., to the Swanson-Pettit Commission Co. of Creighton, Mo. Messrs. Swanson and Pettit will both remove to Clinton.

The directors of the Ellsworth (Kan.) Mill and Elevator Co. held their annual meeting last month. The old officers were re-elected as follows: H. Work, president; D. H. Fraker, vice-president; J. W. Bramblett, secretary, and F. D. Sperry, treasurer.

The Liberal Elevator Co. of Liberal, Kan., has moved its headquarters to Hutchinson, Kan. The company is planning on building a string of elevators along the Rock Island Lines. F. E. Hipple has assumed the active management of the company's business in Hutchinson. The di-

rectors of the company are: F. E. Hipple, E. T. Guymon, J. F. Funk, G. E. Ellison, Chas. Summers and Lee Larrabee.

The Sheldon Elevator at Smith Centre, Kan., has been purchased by the Smith Centre Co-operative Grain Co., a recently formed organization of Smith County farmers and business men.

The Blenkiron Grain Co. has purchased the Devereaux line of elevators in Nebraska, located at Rosalie, Walthill, Homer, Jackson and Nickerson. Mr. Blenkiron has also purchased the McCaul-Webster property at Winnebago.

Charters have been granted to the following corporations in Kansas: Palco Farmers' and Merchants' Mill and Elevator Co., Palco; Wheatland Elevator Co., Denver, Colo.; Hays City Milling and Elevator Co., Denver, Colo.; Garden City Grain and Produce Co., Denver, Colo.

The new Farmers' Elevator at Protection, Kan., was opened on July 20. The capacity is 14,000 bushels, and the power is furnished by a 15-horsepower Fairbanks-Morse Engine. The officials of the company are: W. L. Dale, president, and M. L. Baxter, secretary. The elevator is in charge of A. W. Steen.

The Garden City Grain and Produce Co. has recently opened up a new elevator at Garden City, Kan. The elevator is one of a string owned by the Denver Mill and Elevator Co. The storage capacity of the plant is 40,025 bushels. It is equipped with a corn grinder of 18,000 bushels daily capacity, scales of 30,000 pounds capacity and a 25-horsepower gasoline engine.

The W. J. Hynes Grain Co. of Omaha, which has a large line of country houses in Kansas and Nebraska, has secured a five-year lease on the Chicago Great Western elevator in St. Joseph, Mo., and has pledged itself to handle at least 50 cars of grain a day through the St. Joseph market. The company is planning to erect fireproof storage tanks to the capacity of 200,000 bushels, making a total capacity of 350,000 bushels. Another big development in St. Joseph's grain business is the announcement that N. S. Shannon, president of the Shannon Grain Co. of Lincoln, Neb., is to assume active management of the Elwood Grain Co. in St. Joseph. In allying himself with the new firm Mr. Shannon takes to St. Joseph the main offices of his own company, which controls fifty elevators in Nebraska.

SOUTHERN AND SOUTHWESTERN.

Bealmer & Son have recently completed their new elevator at Atlanta, Mo.

J. L. Keel & Son will erect a \$7,000 elevator and corn mill at Lindsay, Okla.

The new elevator built for Mr. Bonnefield at Tangier, Okla., has been finished and opened.

E. S. Dixon & Co. are installing a Richardson Elevator Scale in their plant at Houston, Tex.

A certificate of dissolution has been filed by the Amarillo Mill and Elevator Co. of Amarillo.

Wilson Wertz has placed an order for the installation of a grain handling and storage plant at Roanoke, Va.

W. J. Strange, E. L. Orr and Geo. Kapp have incorporated the Union Grain Co. at Vinita, Okla. The capital stock is \$10,000.

The increase in the demand for seed corn has led to the erection of a new 25,000-bushel elevator on the 101 Ranch near Bliss, Okla.

The new addition to the T. H. Bunch Co.'s elevators at Argenta, Ark., is being pushed forward to completion. The cost is \$5,000.

The Baltimore and Ohio Elevator at Mt. Clare, Baltimore, has purchased eight overhead bagging scales from the Richardson Scale Co. of New York City.

The El Reno Mill and Elevator Co. has recently purchased two Richardson Patent 1,000-bushel Elevator Scales for its plants at Union City and Richland, Okla.

Incorporation papers have been issued to the Farmers' and Merchants' Grain Elevator Co. of Fay, Okla. The incorporators are John Mowbray, Oliver Meeker and H. W. Smith.

The Burrell Engineering and Construction Co. has commenced work on the McLemore Grain Co.'s elevator at Nashville, Tenn. It will have a capacity of 30,000 bushels and electric motors will be installed for running the machinery.

A 10,000-bushel elevator is to be erected by S. B. Jackson and Hon. J. L. Massey at Price, Md. The opening for an elevator is excellent here, as there is none within forty-eight miles. Last year the shipments from Price were 400,000 bushels.

The Kendrick & Roan Grain and Elevator Co. of Nashville, Tenn., has placed the contract for a 60,000-bushel transfer and storage elevator with the Burrell Engineering & Construction Co. of Chicago. It will be equipped with Monitor Clean-

ers, Fairbanks Motors, and will have a 10-car capacity warehouse in connection.

The Griffith Grain Co. is building a new 75,000 bushel grain elevator adjacent to the Ohio River and L. & N. R. R. track at Owensboro, Ky.

The Whaley Mill and Elevator Co. of Ardmore, Okla., has been reorganized into a local concern, to be known as the Ardmore Milling Co. The new concern has a capital stock of \$50,000, and the officers are: J. C. Whaley, president, and E. G. Rall, secretary and treasurer. W. M. Gwyn will manage the business.

MINNESOTA AND WISCONSIN.

A new elevator is going up at Millette, S. D. J. C. Eng has purchased the Atlas Elevator at Balaton, Minn.

A farmers' elevator company is being agitated for Glenwood, Minn.

The Borgerding Elevator at Bowlus, Minn., is nearing completion.

M. Stephenson's new elevator at Sargent, Minn., is nearly completed.

The Tileston Milling Co. will erect an elevator at Sauk Rapids, Minn.

An addition is being built to the La Due Elevator at Kasota, Minn.

J. D. Caw has purchased the Van Dusen Elevator at Chatfield, Minn.

The farmers' elevator at Kerkhoven, Minn., has opened for business.

J. P. Coffey has sold his elevator at Ellsworth, Minn., to Chas. Loveland.

The W. Seyk Grain Co.'s warehouse at Forrestville, Wis., is under way.

Christ Borgerding is planning to build an elevator at Lake George, Minn.

Knudt Monson is building an 8,000-bushel elevator near Northwood, Minn.

Donnelly, Minn., is soon to have a new St. Anthony & Dakota elevator.

The Twin City Trading Co. has begun work on an \$8,000 elevator in Minneapolis.

Greig & Zeeman are building an addition to their elevator at Kenneth, Minn.

Olson & Holen have commenced work on their grain elevator near Argyle, Minn.

The elevator at Hastings, Minn., has been rented to Jameson, Herener & Griggs.

The Pacific Elevator at Arlington, Minn., is erecting a new engine house and office.

The Equity Elevator Co. has taken charge of the Lyon Bros. Elevator at Sawyer, Wis.

The St. Anthony & Dakota elevator at Carman, Minn., is to be replaced by a much larger building.

The elevator destroyed by fire at Young America, Minn., several months ago has been rebuilt.

Moreland & Shuttleworth of Ocheyedon, Minn., have acquired A. Rust & Sons' elevator at Reading, Minn.

The Alvarado Farmers' Elevator Co. has decided to either buy or build an elevator near Warren, Minn.

The Wells-Pearce elevator at Morris, Minn., has been reopened by H. O. Eames, who has leased it for the season.

The Great Northern Railway is planning to rebuild Elevator A at Superior, Wis., which was burned last fall.

The Thorpe Elevator at Gary, Minn., has been remodeled. The foundation of the elevator has been entirely rebuilt.

The Federal Elevator Co. of Minneapolis has acquired the Western Elevator Co.'s elevator and business at Briceyn, Minn.

The Audubon Farmers' Elevator Co. of Audubon, Minn., is planning to install a new grain cleaner in the company's elevator.

The Dakota Elevator Co. has sold its house in Barnesville, Minn., to the Grain Producers' Elevator Co. of Minneapolis.

The contract for the 30,000-bushel elevator of the Barnesville Farmers' Elevator Co. at Barnesville, Minn., has been awarded.

The La Crosse Grain Co. of La Crosse, Wis., has been incorporated, with a capital of \$100,000, to succeed the W. H. Pierce Elevator Co.

A Farmers' Elevator Co. is being formed at Le Sueur Centre, Minn. The purchase of the Sheffield-King Elevator at that place is contemplated.

The George Tileston Milling Co. of St. Cloud, Minn., began work August 10 on a new 100,000-bushel storage elevator, the contract was let with the Burrell Engineering and Construction Co. It

will have Monitor Cleaners and power for operating it will be transmitted from turbine wheel to electric generators.

The Farmers' Elevator Co. of Gibbon, Minn., has purchased the Independent Elevator of Nels Johnson at Gibbon for a consideration of \$6,000.

E. B. Parker has acquired a line of four elevators on the Omaha road in Minnesota. Mr. Parker will establish his headquarters at Mankato, Minn.

The farmers' elevator at Litchfield, Minn., is undergoing extensive improvements. The company increased its stock to the extent of \$5,000 for this purpose.

The Schmidt & Anderson Co. of Springfield, Minn., is considering the building of an elevator at Vesta, Minn., to replace the one burned there some months ago.

Articles of incorporation have been issued to the Welcome Farmers' Elevator Co. of Welcome. \$10,000. D. C. Montgomery, president; Henry Ledebur, secretary.

The Farmers' Union Elevator, at Hutchinson, Minn., is being torn down and shipped west. Nine elevators have proved to be too many for Hutchinson's grain trade.

The Farmers' Elevator Association, which has for the past three years leased its elevator at Rake, Minn., must now either buy or build a house, as its present lease has expired.

The Dakota Elevator at Fergus Falls, Minn., has been leased to P. McCargar, who will be in the market as an independent buyer.

The Park Rapids Mill and Elevator Co. of Park Rapids, Minn., has purchased the Interstate Grain Co.'s elevators at Sebeka, Menahga, Park Rapids, and Dorset, all in Minnesota.

The Western Elevator Co. of Winona, Minn., is considering the taking over of the Northern Grain Co.'s plant at Glenwood, Minn., and re-establishing the business in that place.

The Anchor Grain elevator of Bellingham, Minn., has been purchased by Morris Shockley, Nels Rudning and H. K. Sorteberg, and will be known hereafter as The Shockley Grain Co.

The Consolidated Elevator Co. has decided to build a new fireproof elevator at Duluth to replace the burned house, Elevator D. The damaged grain is now being removed from the old site.

The Farmers' Elevator Co. of Ortonville, Minn., has traded its Ortonville elevator for the house of the Sanborn Elevator and Milling Co. at Big Stone City, Minn., paying a difference of \$3,000.

N. J. Olson of Minneapolis has purchased the grain business of John Costain of Moorhead, Minn., and will conduct it in connection with his business in Minneapolis and along the Soo line.

The S. Y. Hyde Elevator Co. of La Crosse, Minn., has bought out the Pierce-Stephenson Elevator Co. The firm name of the new company will be the La Crosse Elevator Co.

A farmers' company has been organized at Utica, Minn., with over eighty stockholders. An elevator will either be built or purchased. The officers of the company are: Wm. H. Sackreiter, president, and Benjamin Campbell, secretary.

A Farmers' Equity Warehouse is to be constructed at Rush City, Minn., by the Joint Equity Unions of that place. The board of managers consists of Frank Starr, Frank Lindstrom, Henry Dose, Gust Mahlen, D. McGuire, W. M. Wickman and G. W. Nessel.

Announcement is made of the sale of the controlling interest in the Loomis-Benson Grain Co. of Minneapolis by L. N. Loomis to the Gold-Stobek Land and Credit Co. For a time the management of the company will be largely in the hands of Mr. Benson.

The Bartlett & Record Co. is rapidly forwarding the construction of the Cargill Elevator Co.'s enlarged plant at Minneapolis. The work will be completed by September 15, in time for the fall crop. The elevator will have capacity of 1,000,000 bushels. The company is building twenty-four reinforced concrete tanks, 20x90 feet in dimensions. The total cost of the improvement, which includes a working house, is \$98,000.

It is reported that the grain firm of McGuire & Atwood of Minneapolis and Duluth has dissolved, Mr. McGuire going west to engage in the lumber business. With the report of the dissolution comes the announcement that the elevator which the company intended to build on the site of the ruined Republic Elevator in Superior, Wis., would not be built this year. McGuire & Atwood purchased the site some time ago and at that time it was understood that plans were being drawn for a large house. The plans drawn at that time were not satisfactory, however, and subsequently other plans were submitted and

likewise turned down. The house was to cost in the neighborhood of \$50,000.

The M. T. Dill Grain Co., Prescott, Wis., has sold its Diamond Bluff and Smith's Siding houses to the Equity Exchange of Prescott, the local branch of the A. S. of E. The Exchanges new house in Prescott will be completed this month.

All of the terminal warehouses of the Northern Grain Company at Manitowoc and its fifty-five country elevators through Wisconsin and Iowa have been taken over by the Western Elevator Company of Winona, Minn. The consideration is private but the property is estimated to have brought \$23,000,000. The Manitowoc warehouses were three in number, with an aggregate capacity of 3,000,000 bushels. The Winona company now has about 7,000,000 bushels of grain capacity. The fifty-five country houses bought Tuesday gives the concern 198 country elevators, distributed through Iowa, Minnesota, South Dakota and Wisconsin. The concern also operates the Northwestern Railway terminals at Winona, as well as those on the Wisconsin Central there. Officers of the company are President Charles Horton and Secretary C. C. Crangle.

WESTERN.

An elevator is being considered for Pine Bluffs, Wyo.

The Farmers' Union has decided to erect an elevator at Hatton, Wash.

A new warehouse has been erected at Ephrata, Wash., by the Hammond Milling Co.

The Peacock Mill Co. of Milton, Ore., contemplates building a large elevator.

The Campbell-Stanford-Henley Co. has taken over the Gale warehouse at Oakesdale, Wash.

Lewistown, Mont., will soon have a new elevator. Mr. Lytle of North Dakota is behind the project.

The flouring mill at Boise, Idaho, will increase its elevator capacity this summer to 100,000 bushels.

C. W. Bethel's Elevator at Harrington, Wash., is nearing completion. The capacity will be 100,000 bushels.

Arrangements are being made for the location of an elevator at Bainville, Mont. Mr. Wein has charge of the project.

The Chase Lumber Co. are making preparations for the erection of an elevator in their lumber yard at Huntley, Mont.

The Imperial Elevator Co. is planning the erection of an elevator at Culbertson, Mont., to be ready in time for the fall trade.

The Yakima Milling Co. is constructing a warehouse at North Yakima, Wash. The main building will measure 100x126 feet.

A movement is on foot to build a large grain elevator at Nampa, Idaho. Scott & Son, of the Nampa Roller Mills, are the promoters.

The McCaull-Webster Elevator Co. of Minneapolis is contemplating the erection of a grain elevator and lumber yard at Broadview, Mont.

Mayor L. M. Weston of Kahlottus, Wash., has sold his warehouse property at that place to the Kahlottus Grain & Supply Co. for a consideration of \$5,000.

The Farmers' Union Grain Co. of Latah, Wash., has decided to lease the Mile warehouse at Rockford, Wash., for the present year and build early next spring.

B. D. Fletcher of Sterling, Colo., is soon to erect a 15,000-bushel elevator in that place. The elevator will also contain a three-roll feed and cornmeal mill.

The McCaull-Webster Elevator Co. has completed plans for an elevator at the new town of Raynsford, Mont. The company will also build one at Buffalo, Mont.

The Alliance Warehouse and Elevator Co. has purchased M. Walser's grain warehouse at Fairfield, Wash., for \$2,000, and now has a storage capacity of 150,000 bushels.

The Pomeroy Farmers' Union Warehouse Co. has incorporated at Pomeroy, Wash., with a capital of \$6,350. The Henley company warehouse has been purchased and an addition to it will be built.

The Mt. Hope Farmers' Grain Co. of Mt. Hope, Wash., has been incorporated with a capital stock of \$4,000. C. W. Seehorn, A. J. Stoner, W. B. Ware, W. D. Metcalf and E. D. Metcalf are the incorporators.

A. Alexander and E. L. Farnsworth of Wilbur, Wash., have purchased an interest in the Hartline Mill & Elevator Co., at Hartline, Wash., and the concern will hereafter be under the management of A. Alexander, manager of the Columbia River Milling Co.'s Wilbur plant. The company has

been reorganized, with W. C. Cox, president; E. L. Farnsworth, vice-president; James T. Hill, secretary, and A. Alexander, manager.

The local branch of the Farmers' Educational and Co-operative Union, at Palouse, Wash., has leased the Friese warehouse at that point to handle the crop of its members.

The Hawkeye Elevator Co. of Minneapolis has determined upon the erection of four elevators in Montana, at Red Lodge, Townsend, Roberts and Columbus. Two more, at Joliet and Belfry, Mont., are being considered.

Balfour, Guthrie & Co. will erect six new warehouses in Idaho, situated at Reubens, Ilo, Steunenberg, Cottonwood, Grangeville and Stiles. All will be rushed to completion. R. H. Hastings will have charge of the business in this section and will make his headquarters at Lewiston, Idaho.

EASTERN.

The A. H. McLeod Milling Co. is building a 40,000-bushel elevator at St. Johnsbury, Vt.

Extensive improvements are being made in the John D. Peck Elevator at Providence, R. I.

The machinery is being installed in the new grain elevator of H. H. Potter & Sons at Riverpoint, R. I.

Work on the new elevator of the Taunton Grain Co. at Taunton, Mass., will not be started until early fall.

A Richardson Patent Automatic Scale has been ordered by the G. F. Hill Co. for its elevator at Gladstone, N. J.

H. B. Low & Son's grain elevator has been completed at Orangeville, Pa. It has a storage capacity of 8,000 bushels.

The Tioga Mill and Elevator Co. of Waverly, N. Y., is planning extensive improvements in the properties recently purchased from the Waverly-Sayre Co.

The New York Central lines have placed an order for a No. 10 Hess Drier and Cooler to go in their export elevator at Weehawkin, N. J. This is a duplicate of the driers at Baltimore and Philadelphia. The drier will be a \$40,000 plant and will be ready for operation about October 1. It will turn out about 75 cars of Hess dried corn daily.

The New York Central Railroad will erect a new 1,000,000-bushel elevator in East Boston, Mass., to replace the one destroyed by the fire of July 8. In doing this the New York Central will be fulfilling the conditions of the lease made when it took over the B. & A. system. At that time a bond issue of \$1,200,000 was made for this purpose, but the New York Central has been reluctant to commence operations, and has attempted to divert the money into other channels. The fire of last month, however, has forced the issue, and a new and strictly up-to-date elevator for Boston now seems an assured fact.

OHIO, INDIANA AND MICHIGAN.

John P. Allen has sold his elevator at Boswell, Ind.

Thos. Groendyke has opened his new elevator at Linwood, Ind.

The Davis & Milligan Elevator at Scranton, Ohio, is nearly completed.

McDonald's Elevator at Six Lakes, Mich., is being thoroughly overhauled.

Levering Bros. have started work on their new elevator at Fredericktown, Ind.

The elevator at Lakeville, Ind., has been sold to J. Simmons of Bloomington, Ind.

C. H. Gibson & Co. are building an elevator and bean house at Greenville, Mich.

The Ingomar Milling Co. has opened its new 18,000-bushel elevator at Ingomar, Ohio.

J. Timmons has sold his elevator at Lake View, Ohio, for a consideration of \$25,000.

The Standard Grain Co. is reported to have purchased the grain elevator at Watson, Ohio.

Howard Hoodelmier of Auburn, Ind., has purchased the Vandalia Elevator at that place.

The Lake View Grain Co. of Lake View, Ohio, has been incorporated with a capital of \$20,000.

The Michigan Cereal Co. of Port Huron is constructing a \$2,000 elevator at Millersburg, Mich.

The Lake Shore Co. is enlarging the elevators at Auburn Station, Ind., in anticipation of large crops.

The Monroe Grain, Hay and Milling Co. has started business at Monroe, Ind., with a capital of \$20,000.

The Northwestern Elevator and Mill Co. has completed its elevator at Fredericktown, Ohio. The capacity is 25,000 bushels and it will serve to supply the company's mill at Mt. Vernon, Ohio.

The Burrell Engineering and Construction Co. had the contract.

The Alma Grain and Lumber Co. of Alma, Mich., is installing new machinery to handle beans.

The Owendale Grain and Lumber Co. of Owendale, Mich., is building a new elevator at that place.

Kraus & Apfelbaum will erect a grain elevator at Columbia City, Ind., with a capacity of 50,000 bushels.

The Independent Elevator Co. of Ithaca, Mich., is enlarging its elevator and adding new machinery.

Burrell & Morgan of Elkhart, Ind., have rebuilt their elevator at Mishawaka, Ind., and are running again.

The Heyman Milling Co. of Monroeville, Ohio, has recently increased the capacity of its elevator at that place.

The Pigeon Elevator Co. of Pigeon, Mich., is adding a line of new machines and increasing the receiving capacity of the elevator.

The elevator at Troy, Ind., has installed a new wheat cleaner. The cleaning capacity of the elevator is now 1,000 bushels per day.

Machinery has been placed in the large elevator which has been added to the equipment of Clarke Bros.' Mills at Hagerstown, Ind.

Bowden & Snider, grain and hay dealers of Mansfield, Ohio, have purchased a site for the erection of a grain elevator and feed mill.

The Millikan Elevator at Mt. Summit, Ind., has been leased by S. E. Hermann of Muncie. Chas. Elick has been installed as manager.

The Ithaca Milling Co. of Ithaca, Mich., is raising its bean elevator and installing new machinery. L. I. Blashfield is doing the millwright work.

A. H. Edwards of Williamstown, Mich., is building a new elevator at Webberville, Mich. It is modern throughout and will handle beans as well as grain.

The Richmond Elevator Co. of Lenox, Mich., is improving its elevator by the addition of new machinery and making a small increase in the storage capacity.

Wm. Reardon's new 30,000-bushel elevator at Midland, Mich., which replaces one destroyed by fire, is nearly completed. The machinery will be installed shortly.

A new elevator is to be erected at Michigan-town, Ind. The firm behind the project is composed of J. A. Thompson, F. M. Waits, Clinton Maxwell and Elza Webster.

The steel storage tanks of the Moore Milling Co.'s elevator, at King, Ind., which burned last winter, have been purchased by an Evansville firm and will be shipped to that city.

The fire-razed town of Riga, Mich., is soon to have a new elevator. J. J. Walper, owner of the burned elevator, has decided to erect a modern steel tank elevator without delay.

Grandville, Mich., will have a new elevator. The Grandville Elevator Co., with H. L. Jenison as president, and F. J. McElway as secretary, has already broken ground for the building.

The firm of Clutter, Long & Wetherill of Spencerville, Ohio, has been reorganized as the Spencerville Elevator Co. Mr. Wetherill remains as manager, the two other partners retiring.

Mr. Files, of the firm of Woodbury & Files, of Muncie, Ind., has sold out his interest in the business to H. E. Elliot, and the firm will be known hereafter as the Woodbury Elliott Grain Co.

Incorporation papers have been issued to the McCabe Grain Co., Toledo, Ohio. Capital stock, \$10,000. The incorporators are F. R. Mormon, J. R. Mormon, H. C. Wachter, C. M. Sutphen and W. J. Chisholm.

John Hill of Nineveh, Ind., has recently purchased the Nading Mill & Grain Co.'s elevator at St. Louis Crossing, Ind., and J. P. Norton's elevator at Clifford, Ind. Mr. Hill will take control of both businesses.

J. W. Witt has decided to rebuild the elevator at Lebanon, Ind., recently burned, if arrangements for a lease of the ground can be made with the Big Four Railroad. The capacity of the new elevator will be 20,000 bushels.

The Snider-Moore Elevator Co. of Fountaintown, Ind., has been reorganized and incorporated as the Fountain Elevator Co. The capital stock is \$6,000, and the incorporators are Martin Moore, W. M. Patterson and Thos. H. New.

R. K. Beam and his sons, S. A. and W. H. Beam, have purchased the elevator of Frank Weimer at Greenville, Ohio, and will remove to that town. The Beams formerly operated under

lease an elevator at Gilboa, Ohio, which burned recently.

Benton L. Barrett, Jos. P. Knight and M. T. Smith have incorporated the Barrett Elevator Co. of Greenfield, Ind. The original capital stock was \$16,000, since increased to \$30,000 for the purpose of making improvements in the Barrett Elevator and building a flour mill.

Bell & Greenwood of Atkinson, Ind., have contracted with the Burrell Engineering and Construction Co. for a 25,000-bushel grain elevator. It will be of wood construction, covered with Sykes corrugated iron and operated by steam power. Work will be begun by September 1.

THE DAKOTAS.

A new elevator is reported for Almont, N. D.

A farmers' elevator is to be built at Bantry, N. D. There are prospects for a new elevator at Pierre, S. D.

E. O. Ellingson is erecting an elevator near Hillsboro, N. D.

The contract has been let for a farmers' elevator at Elliott, N. D.

A movement is on foot for a farmers' elevator at Wessington, S. D.

An elevator is being built at Flandreau, S. D., by Mr. Headrick.

Work on the new Farmers' Elevator, at Sheldon, N. D., is under way.

Jones & Metcalf have purchased the elevator at Willow Lake, S. D.

Three new elevators are to be erected at Church's Ferry, N. D.

Work on the new farmers' elevator at Aberdeen, S. D., will begin soon.

The Farmers' Elevator Co. of Sherwood, N. D., is enlarging its plant.

A new elevator is being erected near Arlington, S. D., by Adam Rohyl.

The Powers Elevator Co. is constructing an elevator at Edgeley, N. D.

The Empire Elevator at Wilmot, S. D., has a new brick engine house.

Long Bros. have purchased the Farmers' Elevator at Fairmont, N. D.

L. G. Richards has purchased the A. Owen Elevator at Britton, S. D.

L. L. Heil has purchased the McIntyre-Ingold Elevator at Wetonka, S. D.

The North Dakota Grain Co.'s elevator at Stirum, N. D., has been completed.

T. I. Gunderson is building an addition to his elevator at Centerville, S. D.

The Duluth Elevator Co. will operate their house at Grafton, N. D., this season.

Thos. Cartland of Yale, S. D., will erect a 20,000-bushel elevator at Doland, S. D.

Potter, Jarrick & Potter are building a 30,000-bushel elevator at Orient, S. D.

The Verdon Elevator Co. is building an addition to its new elevator at Nahon, S. D.

H. W. Schneider & Co. have bought out the Truax Elevator Co. at Salem, S. D.

The Farmers' Elevator Co. has purchased the Rothsay Elevator at Balfour, N. D.

The new 40,000-bushel Occident Elevator at Spintwood, N. D., is nearing completion.

The Farmers' Elevator Co. is to build a 40,000-bushel elevator at Mooreton, N. D.

The concrete elevator of Andrews & Gage at Dickey, N. D., is nearing completion.

A 35,000-bushel elevator is under construction at Courtenay, N. D., for William Jones.

The Lahart Elevator Co. is erecting elevators at Dickinson, Belfield and Beach, N. D.

P. J. Kjelmlyr has purchased a half interest in the Betts Elevator at Montrose, S. D.

P. A. McGregor of Barney, N. D., has sold his elevator to the Farmers' Elevator Co.

The Bazaar Co. and S. J. Hagg are both figuring on building elevators at Linton, S. D.

The Andrews & Gage Elevator at Milnor, N. D., will have an annex in the near future.

Alcester, S. D., has a new farmers' elevator stock company. The capital is \$10,000.

A stock company has been organized at Parker, S. D., to purchase the Reliance Elevator.

The Farmers' Elevator Co. of Thomas, S. D., has let its contract for a large elevator.

A new cleaner is being installed in the Occident Elevator Co.'s Elevator at Cleveland, N. D.

The Atlas Elevator Co. is transforming an old warehouse at Miller, S. D., into an elevator.

The Walhalla Farmers' Co-operative Co. of Walhalla, N. D., has decided to erect an elevator this

summer. Cleaning and feed grinding machinery will be installed.

The capacity of Waddell's Elevator at Havana, N. D., is being increased by 10,000 bushels.

The Farmers' Elevator Co. of Wilmot, S. D., has bought the Empire house at that place.

The farmers about Maxbass, N. D., have purchased one of the elevators at that place.

The Occident Elevator at Hurdsfield, N. D., has been sold to the Farmers' Elevator Co. for \$8,500.

The Atlas Elevator Co. has commenced work on its new 40,000-bushel elevator at Highmore, S. D.

The Farmers' Union Elevator Co. of Webster, S. D., has let the contract for its elevator at Spain, S. D.

The Farmers' Elevator Co. of Souris, N. D., has purchased the Paul D. Kniss Elevator at that place.

The Farmers' Elevator Co. of Crystal, N. D., is planning the erection of a new elevator in that place.

The Farmers' Co-operative Elevator Co. of Minto, N. D., is to commence building operations very shortly.

A Farmers' Elevator Co. has been organized at Raymond, S. D., and will build a 50,000-bushel elevator.

A farmers' elevator has been proposed for Crary, N. D. L. S. McClellan and Gen. H. M. Creel are interested.

The Lake Preston Milling Co. has sold its elevator at Howard, S. D., to Frank Smith of Madison, S. D.

The Duluth and the Northwestern Elevators at Walcott, N. D., have both recently installed gasoline engines.

Frank Cottle is building an elevator at Wasta, S. D., on the new Pierre-Rapid City line of the Northwestern.

Abraham & Schulz Co. have bought the Hawk-eye Elevator Co.'s elevators at Nunda, S. D., and Rutland, S. D.

The Farmers' Elevator Co. of Leonard, N. D., has let the contract for its elevator to L. Buege of Minneapolis.

The Thorpe Elevator Co. are replacing their old house, at Milnor, N. D., with a new and much larger structure.

The project for a farmers' elevator company at Heaton, N. D., is well under way. A \$25,000 stock company is proposed.

The Miller Elevator Co. of Minneapolis is constructing a flat house in connection with its elevator at Wilmot, S. D.

The Van Dusen Elevator at Huron, S. D., has been sold to Geo. D. Smith of Farmer, S. D., the consideration being \$6,000.

The National, Empire and Columbia elevators at Langford, S. D., are all undergoing extensive repairs and improvements.

The Farmers' Elevator Co. has purchased the McCabe elevator at Westhope, N. D. Arthur Helgeson will act as manager.

The Marshall-McCartney Co. of Oakes, N. D., have let the contract for the building of a 35,000-bushel elevator at Forbes, N. D.

W. E. Smith has purchased an interest in the Independent Elevator at Bath, S. D., and will act as buyer for this season.

The Ceres Elevator Co. has sold its house at Barney, N. D., to the Lyons Elevator Co. E. S. Ferguson has been retained as buyer.

The Great Western Elevator Co. has erected a new elevator at Wyndmere, N. D., on the site of its old one, which was destroyed by fire.

The Riverside Farmers' Elevator Co. of Newburg, N. D., have advertised for bids on a 30,000-bushel elevator to be erected at that place.

The Calvin Farmers' Elevator Co. of Calvin, N. D., capitalization \$10,000, has been incorporated. An elevator is being built, to be ready this fall.

Jones & Metcalf have sold their line elevator at Egan, S. D., to a farmers' elevator company. Jay Manson has been installed as agent and buyer.

The Federal Elevator at Barlow, N. D., is undergoing extensive repairs. A stone foundation is being built, and a new pit pan will be installed.

G. W. Wright has purchased the Hubbard & Palmer Elevator at Valley Spring, S. D. It will be repaired and put into commission at once.

The Madison Farmers' Elevator Co. has secured a site and will commence the erection of a 40,000-bushel elevator at Madison, S. D., to cost between \$7,000 and \$8,000.

The National Elevator Co. is planning to replace its old elevator, at Pierpont, S. D., with a new 30,000-bushel house. The Columbia Elevator at that place is nearly completed, and the

Farmers' Union Elevator will soon be under way.

The Atlas Elevator at Hecla, S. D., has been extensively repaired and a new foundation has been put in. J. D. Lyon has opened up the house.

Braddock, N. D., will soon have a new farmers' elevator unless present plans go awry. Enough money is in sight to warrant building. It is proposed to expend \$5,000.

The Andrews & Gage elevators in North Dakota and Minnesota were closed temporarily pending the settlement of the estate of Mr. Gage, who died a short time ago.

G. G. Ostroot has sold his elevator at Estelline, S. D., to Frank Smith, who will assume charge at once. Mr. Smith has also acquired another elevator at Howard, S. D.

The three elevators at Lamberton, Wanda and Hampton, N. D., belonging to the estate of Chas. Spaulding, have been sold to Jos. Foersch of Milwaukee for the sum of \$14,500.

A \$10,000 farmers' elevator company has been organized at Carthage, S. D. The officials of the new company are: M. E. Harmon, president, and Chas. E. Barkl, secretary.

The Younglove Construction Co. of Sioux City has secured the contract for the construction of the Madison Co-operative Elevator Co.'s new 40,000-bushel elevator at Madison, S. D.

The Farmers' Grain Co. has been organized and has purchased the F. N. Thiesen grain elevator at Artesian, S. D. W. F. Robinson, formerly of Woonsocket, has been engaged as manager.

The Tagus Farmers' Elevator Co., Tagus, N. D., has incorporated; capital \$10,000. The incorporators are: M. J. Brugman, August P. Nelson, W. H. Cassels, Herman Maegeli and Ernest Reed.

The Farmers' Grain and Product Co., of Lake County, has been organized at Madison, S. D., with a capital of \$25,000. The officials chosen are: M. E. Hart, president; A. G. Smith, secretary.

The Farmers' Grain Co. has taken over the elevator of the National Elevator Co., at Grand Harbor, N. D. F. G. Johnson has been transferred from Klotten to take charge for the new owners.

Articles of incorporation have been issued for the Connole & Nelson Elevator Co. of Mohall, N. D. The capital stock is \$25,000 and the incorporators are: P. Connole, T. J. Connole, G. Gunder-son and J. F. Connole.

The Farmers' Elevator Co. of Mandan, N. D., has been incorporated with a capital stock of \$20,000. The incorporators are: Samuel Unkenholz, Martin Klein, Jos. Reuner, Jos. Suchy, Jos. Schmitt, A. J. Koltick and Nels Swanson.

The contract for the farmers' elevator at Langdon, S. D., has been let. The price is \$8,637. The equipment will include a Monitor Cleaner and a 1,500-bushel Fairbanks Automatic Scale. The total capacity will be 60,000 bushels and the house will be completed September 5.

Work is to be commenced soon on the new 30,000-bushel elevator of the Wolford Farmers' Elevator Co. at Wolford, N. D. The new elevator will be equipped with modern machinery, including a 12-horsepower engine, a 16-foot wagon scale, a No. 5 Monitor Cleaner, and automatic weigher.

The farmers in the vicinity of Lane, Forestburg and Woonsocket, S. D., have formed a farmers' elevator company. Those behind the project are: J. R. Dalton, Henry Fee, Chas. La Breshne and John Steichen. The A. N. Carlyle Elevators at Lane and Woonsocket have been purchased.

Incorporation papers have been filed for the Clifford Farmers' Elevator Co., Clifford, N. D.; capital stock \$15,000. The incorporators are J. O. Rindahl, J. R. Jomdahl, K. S. Sulland, A. A. Rygg, A. T. Kraabel and H. Hanson. The St. Anthony Elevator at Clifford has been purchased and G. H. Bristoe installed as manager.

The Bagley Elevator, at Hettinger, N. D., is practically completed. Four other elevators are to be erected nearby within the next few months. Leases of ground having been granted to the Empire, John Hokensen, Maddock & Kane and J. S. Green lines. Lumber is on the ground for the first two. These five, with the Columbia already well established, make six big elevators for Hettinger.

CANADIAN.

Cameron Bros. of Strathcona will erect an elevator at Tofield, Alberta.

The Canadian Elevator Co. has decided to build an elevator at Foam Lake, Sask.

The Grand Trunk Pacific Ry. is to build a 30,000-bushel elevator at Waldron, Sask.

It is expected that about thirty new elevators will be constructed along the line of the G. T. Pacific Ry. in Manitoba, Saskatchewan, and Al-

berta this summer, in time to receive this fall's crop.

The Hitchcock Farmers' Elevator Trading and Supply Co., Ltd., of Regina, Sask., has been dissolved.

It is reported that the Claresholm Lumber and Grain Co. will erect an elevator at Granum, Alberta.

The Didsbury Elevator Co., Ltd., and the Alberta Pacific Elevator Co., Ltd., of Alberta, will be dissolved.

T. S. Matheson is to erect two 30,000-bushel elevators, one at Keelwill Sask., and one at Guernsey, Sask.

The Dominion Parliament has voted \$21,500 on capital account for work at the grain elevator at Port Colborne, Ont.

The Grand Trunk Elevator at Tiffin, Ont., is nearing completion, and is expected to be ready for the grain trade this fall.

The Estevan (Man.) Farmers' Elevator and Trading Co., Ltd., are planning the erection of a 30,000 or 40,000 bushel elevator.

C. W. Cornish is erecting a new elevator building at Lakefield, Ont., to take the place of the flour mill recently destroyed by fire.

The Farmers' Milling Co., Ltd., of Duck Lake, Man., has been formed with a capital of \$25,000. It is proposed to build a new mill and elevator.

The first installment of 120 carloads of lumber for the erection of twenty-two elevators in western Canada has been shipped out of Nelson, B. C.

The British-America Elevator Co., of Winnipeg, is planning the erection of ten elevators along the Brandon-Regina branch of the Canadian Northern Railway. Three of these elevators are now in process of erection.

The Security Elevator Co., Ltd., of Winnipeg, with a capitalization of half a million dollars, has been incorporated. The provisional directors are L. O. Downing, R. H. Moore, Hugh Phillips, Thos. Gillespie and W. K. Chandler.

The Pembina Municipality Farmers' Elevator Co. has been organized at Manitou, Man. The capital will be \$5,000. The officers are: Luke Armstrong, president; H. Burke, secretary-treasurer. The contract has already been let for a 40,000-bushel elevator.

[For the "American Elevator and Grain Trade."]

THE NEWS FROM OHIO.

BY H. L. SPOHN.

New oats are now coming in in fair volume, although here again there is much less than was expected. The last two weeks before cutting created much havoc in the oats fields and the yield was far below earlier predictions. Many fields are reported as going as low as ten bushels to the acre, and while the quality is fair it is not above an average. There is a healthy demand from the Eastern market for all that shows up here, and it is thought that there is little prospect of any decline in prices. This idea is evidently prevalent among the farmers as well as dealers, for there is considerable hesitancy in the selling of oats as well as wheat.

There is some trading in corn and occasionally the market assumes considerable activity, but for the most part receipts are very limited and have been for some time. The growing crop is making fair progress, but the yield as well as the quality will depend largely upon how soon frost catches it. There is much irregularity due to the fact that planting varied several weeks and while the earlier planting presents a nice prospect there is some fear that early frost will result in an abundance of soft corn.

The new elevator recently built by H. G. Dehring at Curtice, Ohio, to take the place of one which was burned some time ago, will rank as one of the most up-to-date in northwestern Ohio. The building is equipped with a complete line of new and up-to-date machinery, and will be open for business next Monday.

An effort is being made by the officials of Canton to remove the haymarket in that city from its present location on East South Street, to the grounds of the old steel works, corner of Mulberry and Liberty streets. Council has been asked to pass the legislation necessary to make the change.

For the first time in many years a number of shipments of wheat were made direct from Toledo to Liverpool by water. The grain was lightered at Montreal into a seagoing vessel. The advantage of this will be seen when it is known that boats are loaded here on the basis of three cents as against a 12-cent rate by rail to Montreal. Senator Carlin of Wyandot County, who was a

recent visitor in the city reports that oats are turning out 35 to 40 bushels in that vicinity and that clover presents a splendid prospect.

Among the Toledo grain men who attended the National Hay convention recently held at Cedar Point, were E. L. Southworth, E. H. Culver, W. E. Stone, H. W. Devore, J. C. Keller, F. W. Rundell and J. W. Young.

Master Mechanic W. H. Slaybaugh, of the Toledo Salvage Co., has invented a new grain dryer and cooler. While no greater speed is claimed for it, it is said that better results are attained. It can be built any size from one bushel up and is intended for the use of both dealers and farmers.

George R. Gamble, known as the king of fire bugs, was recently convicted and sentenced to three years in the penitentiary for burning his grist mill at Zanesfield, Ohio. Gamble was accused of at least 17 offenses of similar character in several different states in which it is alleged he secured the insurance money.

V. R. Whities, of Moffat Station, Ohio, has taken charge of the new elevators at Mortimer, which were recently leased by the Ohio Hay & Grain Co. of Findlay, Ohio.

J. S. Bayliss of near Findlay, Ohio, recently secured 34 bushels of clover seed from 11 acres of ground. This is the banner yield thus far reported.

Joseph Timmons and son, Fred, have recently engaged in the buying and selling of grain in carload lots at Kenton, Ohio. They are also interested in similar business at Belle Center, where for some time they have conducted a milling business.

There will be a decided shortage in the wheat acreage in the vicinity of Forest, Ohio, next year, because of the recent ravages of the wheat joint worm which so damaged the growing crop that fields yielded only five or six bushels per acre. Many farmers consider it useless to attempt wheat raising next year and will plant other crops.

The Toledo oats case has been finally disposed of in a manner not wholly unexpected. The Paddock-Hodge Co. brought suit for \$495 due for the oats furnished the city and the legal department promptly confessed judgment for the amount. This action grew out of the arbitrary refusal of the city officers to issue a warrant for the sum due contrary to the advice of the solicitor, the auditor holding that the bill was illegal.

C. A. Slayton of Tecumseh, Mich., was a recent visitor on the floor of the Produce Exchange. He reports corn and oats as giving a better prospect on the high lands than on the low land in that vicinity.

The Farmers' Elevator Association of Rake, Minn., ran last year at a loss of \$850 in a rented house.

The first new wheat to reach Seattle arrived on July 24, two cars of red life from Quincy on the G. N. It weighed only 54 pounds.

Loading charges have been removed by the railways from the grain rates from Kingston and Prescott to Montreal, reducing the charges by a quarter of a cent a bushel; the charge now being, from Prescott 3 cents, from Kingston 3½ cents.

The Weston Grain Co., Weston, Ill., which was ruined by its manager's speculations, has come out of the receiver's hands and on August 1 resumed business. The stockholders advanced the money to pay the debts in order that the corporation might be discharged from bankruptcy. Then a trust deed for the amount of \$20,795 was given to R. P. Cooper of Weston, to secure the payment of the money thus advanced. There will now be something done in the way of reorganization of the plant and the institution which has had a complex career will be started again.

In the case of the Star Grain & Lumber Co. and others against the Atchison Topeka & Santa Fe Railway and others, it was decided by the Commerce Commission on July 16 that the opportunity to buy in a widely extended market is a very valuable one to merchants in that it presents a larger field for competition and ordinarily offers the best quality at the lowest price, and that a carrier has no right by refusing through routes and reasonable joint rates to restrict or circumscribe this opportunity. It is determined that it is the duty of common carriers to haul traffic that is offered and to make the necessary arrangements and furnish facilities and establish reasonable rates therefor and that a carrier is not justified in refusing traffic from points on other lines on the ground that such traffic would displace in the markets traffic from points on its own lines and thus adversely affect its revenues.

THE EXCHANGES

Chicago Board of Trade memberships are now quoted at \$2,650 net to the buyer.

We are indebted to Secretary Muller for a copy of the rules and regulations of the Portland (Ore.) Board of Trade.

The name of James A. Patten of Chicago is posted for application to membership in the Baltimore Chamber of Commerce.

Directors of the Chicago Board of Trade have made the National Elevator regular for the storage of grain and flaxseed until July 1, 1909.

The city assessor of Minneapolis has a plan to tax the local grain and brokerage firms on the value of their memberships in the Minneapolis Chamber of Commerce.

There is considerable recent activity in memberships in the Wichita Board of Trade, Wichita, Kan. In addition to new local grain firms, the Kemper Grain Co., the Home Grain Co. and the Terminal Elevator Co. of Kansas City, Mo., are among those who have taken out memberships.

An effort is being made to gather all the grain men of Sioux City, Iowa, into the old Garretson Hotel building, which is being remodeled, with a view to converting it into a grain exchange. It is also proposed to have the Western Union and Postal telegraph companies locate their main Sioux City offices in the building. If the movement is successful the building will be known as the Grain Exchange.

A meeting of members of the Milwaukee Chamber of Commerce was held on July 30 to consider the advisability of trading in barley for future delivery. It was found, however, that sentiment was divided on the proposition and nothing definite was accomplished. Those who objected to future trading did so on the ground that the speculative interests would interfere with buying. A resolution recommending establishment of a standard grade of barley based on the existing grade, and a resolution instructing the committee to keep the Wisconsin standard separate from the western standard, were adopted. Another meeting will be held.

Much indignation was expressed by the grain men who are members of the San Francisco Merchants' Exchange at the failure of that body to elect C. S. Laumeister a member of the board of directors. Mr. Laumeister has been president of the Exchange and was a candidate for director at the recent annual election. He is a prominent grain man, and his friends charge that he was defeated by the lumber and shipping interests as an indirect slap at the grain trade. This is denied by several prominent shipping men, who declare that the grain men have a majority on the new board. The newly elected directors are as follows: H. C. Chesebrough, E. R. Dimond, Joseph Durney, E. L. Eyre, Rudolph Herold, Jr., E. T. Kruse, Joseph Magner, Andrew S. Moseley, I. F. Moulton, James Rolph, Jr., F. A. Somers.

ELECTION AT WICHITA.

Wm. F. McCullough, a member of the Tri-State Grain Co., was elected president of the Wichita (Kan.) Board of Trade at the annual meeting on July 13. G. M. Jackson was named as vice-president and the following were chosen as directors: A. R. Clark, J. E. Howard, E. K. Newling, David Heeman, W. R. Watson, H. Imboden and W. L. Scott.

It was announced that the affairs of the exchange are in a flourishing condition and it is confidently expected that the volume of business this year will be much larger than that of last year. The membership is increasing rapidly and in view of the growing importance of the exchange the membership fee has been increased from \$250 to \$500.

OATS AND CORN GRADES AT LITTLE ROCK.

At a recent meeting of the Hay and Grain Committee of the Little Rock (Ark.) Board of Trade revised rules for grading of oats during the season of 1907 were adopted. The new rules were drafted by A. J. Rauch, Dan Daniel and Edward Farmer and were adopted unanimously. They are as follows:

"No. 3 Red Oats—Shall be seven-eighths red rust-proof oats, reasonably clean, reasonably dry and reasonably sound, but not good enough to grade as No. 2 red oats and shall weigh not less than 27 pounds to the measured bushel.

"No. 4 Red Oats—Shall be seven-eighths red rust-proof oats, slightly damp or stained, not wet or heating, and shall not weigh less than 27 pounds to the measured bushel.

"No Established Grade—All oats not good enough to grade as No. 4 and not wet or heating shall be designated as 'No Established Grade,'

and inspector shall make notation of his finding on certificate."

The basis for the new rules is the former rule for No. 3 red oats, which called for 30 pounds to the measured bushel. The change was made on account of western oats being extremely light and below the required weights for all grades.

The following rule for grading "rejected" corn was also adopted:

"Rejected Corn—All corn not good enough to grade as No. 4 and not wet or heating shall be graded 'rejected.'"

STANDING COMMITTEES AT RICHMOND.

At the first meeting of the new board of directors of the Richmond Grain Exchange (July 14) reports of the president, secretary, treasurer and grain and hay inspectors for the year ended June 30 were read. T. L. Moore, president of the Exchange; N. R. Savage, vice-president; Edward Alvey, W. C. Bentley, S. T. Beveridge, John R. Cary, W. R. Johnson and W. F. Richardson, Jr., members of the board, were present.

The secretary reported that the Exchange handled during the year 2,341,748 bushels of wheat, an increase of 293,502 bushels; 2,634,384 bushels of corn, an increase of 182,162 bushels; 2,180,394 bushels of oats, a decrease of 964,176 bushels. The entire receipts for the year were 7,197,894, showing a decrease of 501,300 bushels.

The Exchange also handled 222,707 barrels of flour, a decrease of 23,449 barrels; 33,292 tons of hay, an increase of 1,806 tons, and 5,841 tons of mill feed.

While these figures show a slight decrease in the volume of business, it is easily accounted for by the financial trouble of last year. The outlook is for fine crops, large receipts and an excellent business for the current year.

The chief grain inspectors reported that during the year there had been inspected 397 cars of grain and 240 cars of hay, a decrease of 54 cars of grain and an increase of 99 cars of hay.

The arbitration committee decided four cases during the year without appeal. The other reports showed the affairs of the institution to be in good condition. The Exchange has lost during the year four members by death and resignation, seven new members being admitted. The present membership is sixty-seven.

Capt. B. A. Jacob was re-elected secretary and treasurer, this being his twenty-seventh term. Rudolph King was re-elected chief inspector of grain and hay; H. D. Riddick, deputy inspector of grain, and S. R. Gates, deputy inspector of hay. The following standing committees were named: Executive Committee—John F. Jacob, John R. Cary, W. F. Richardson, Jr., R. A. Justis and W. R. Johnston.

Arbitration Committee—J. D. McIntire, George D. Mayo, W. C. Bentley, John S. Lear and L. Neal.

Appeal Committee—W. P. Wood, B. Lorraine, William Temple, J. E. Cox, Jr., and J. Lee Koelner.

Trade Committee—John R. Cary, W. T. Selden, W. G. Bragg, F. P. Cooke and I. L. Sutherland. Grain Committee—S. T. Beveridge, H. W. Wood, S. R. Gates, R. A. Justis and W. N. Lewis.

Hay Committee—C. W. Wingfield, R. L. Chenery, W. R. Todd, E. B. McGeorge and J. J. Fairbank. Quotation Committee—Edward Alvey, John F. Jacob, H. G. Carter, W. G. Bragg and C. W. Wingfield.

Committee on New Members—John R. Cary, I. L. Diggs, W. W. Lefew, S. W. Tompkins and W. D. Butler.

Ocean rates on grain from New York to the ports of Continental Europe have been advanced by the steamship lines. To Antwerp the rate has been doubled, and to many other ports it has been nearly doubled. The steamship men, however, protest against the rates on grain east of Buffalo; and a letter of protest signed by managers of the regular transatlantic steamship lines out of New York, Philadelphia, Boston and Baltimore has been sent to the Trunk Line Association.

The proposition to advance rates in Texas and the South has precipitated a legal contest before the Commerce Commission, involving a request from Texas that the department of justice to prosecute the railroads who are parties to the southern rate raise under the law prohibiting combinations in restraint of trade. A similar complaint comes from Georgia, which declares that by a concerted movement the carriers recently sought to increase their rates through the intervention of the Southeastern Freight Association, which is described as an organization in restraint of trade. The advance proposed, which was to become effective August 1, is declared to be in suppression of competition and the result of a conspiracy.

COMMISSION

The J. J. Coon Grain Co. of Toledo, Ohio, shipped two cargoes of grain for export in July.

The Kemper Grain Co. of Kansas City, Mo., has opened a branch office at Wichita, Kan. It is in charge of S. H. Pitts.

B. F. Whitehurst, formerly of the A. R. Clark Grain Co., opened an office in the Sedgwick Block, Wichita, Kan., on August 1.

Peter H. Eschenburg, formerly of Eschenburg & Dalton, Chicago, has formed a connection with Geo. H. Sidwell Co., Chicago.

Announcement was made of the suspension of Frederick Dorr & Co., a grain and stock firm of Denver, Colo., the last part of July.

J. C. Vaerhoeff is representing Pringle, Fitch & Co. of Chicago, on the Exchange floor of the Minneapolis Chamber of Commerce.

J. W. Jerome & Co., grain commission merchants of Baltimore, Md., have made an assignment for the benefit of their creditors.

U. P. Shannon, president of the Shannon Grain Co. of Lincoln, Neb., has formed a connection with the Elwood Grain Co. of St. Joseph, Mo.

George L. Stibbens, formerly manager of the Santa Fe Elevator, at Chicago, has become local manager for the Cleveland Grain Co. of Cleveland, Ohio.

W. L. Taylor, miller and one of the promoters of the Topeka Southwestern Railway has announced that he will again engage in the grain business at Topeka, Kan.

The Hynes Grain Co. of Omaha, Neb., has leased the Chicago Great Western Terminal Elevator at St. Joseph, Mo., and has established a branch office in that city.

John C. Keller, with C. A. King & Co. of Toledo, Ohio, returned the first part of August from a two weeks' trip with his family in the East. The greater part of the time was spent at Bay Shore on Long Island.

The many friends of Harry Cuddeback, head of the Cuddeback Grain Co. of Toledo, Ohio, will be glad to learn that he is entirely recovered from his recent attack of erysipelas and is again managing the affairs of the firm's business.

James E. Rundell of W. A. Rundell & Co., grain merchants of Toledo, Ohio, sailed with his wife and son the latter part of July for Europe. They will make a tour of Great Britain and the continent, arriving home about the middle of September.

The McLemore Grain Co. of Nashville, Tenn., has been incorporated to carry on a general grain commission business at St. Louis, Mo., with a capital stock of \$5,000 fully paid. The incorporators are: F. G. Gordon, J. E. Dixon, H. J. Connor and T. S. McPheeters.

The Roth Grain Company has been organized to carry on a general grain business at Wichita, Kan. R. R. Roth, manager, was, until recently, with the C. B. Gaunt Grain Company and A. A. Roth has been a member of the Wichita Board of Trade for the past four years.

Miner & Co., a grain and stock wire house with offices in the principal western cities has discontinued business. F. J. Miner, head of the firm was formerly president and manager of the Cella Commission Co., at St. Louis, Mo., which went out of business about a year ago.

The Kaufman-Boyle Grain Co. is a new firm to engage in the grain business at Wichita, Kan. Elmore Boyle, formerly with the Stevens-Scott Grain Co., is the office manager and the firm has taken an option on the elevator on Santa Fe Avenue and are operating it at full capacity.

An amended charter was filed the last of July by the Kendrick-Roam Grain Co. of Nashville, Tenn., petitioning that the name of the concern be changed to the Kendrick-Roam Grain & Elevator Co., and also that the capital stock of the company be increased from \$20,000 to \$75,000.

The co-partnership heretofore existing between E. P. Bacon and Geo. H. D. Johnson under the firm name of E. P. Bacon & Co., Milwaukee, Wis., was dissolved July 31. The business will be continued by a corporation organized under the laws of the state of Wisconsin to be known as E. P. Bacon Co. The firm will do a general grain business as formerly.

The firm of Geo. H. Sidwell & Co. of Chicago was incorporated July 31, with officers as follows: Geo. H. Sidwell, president; Geo. T. Sidwell, vice-president and general manager; Geo. A. Wegener, vice-president; Fred E. King, treasurer; John J. Leonard, secretary. The change was made in order to give several employees who had been

with them a number of years, an interest in the concern. The management will remain as heretofore.

The McCabe Grain Co. of Toledo, Ohio, has been incorporated with a capital stock of \$10,000, by Frank R. Moorman, J. R. Moorman, H. C. Wachter, C. M. Sutphen and W. J. Chisholm. The new firm is an outgrowth of G. B. McCabe & Co., which was a partnership affair. Frank B. Moorman is manager of the new company.

J. Rosenbaum, president of the J. Rosenbaum Grain Co. of Chicago, was taken sick the latter part of August, necessitating a couple weeks' stay in Michael Reese Hospital, and quiet nursing. He is now convalescing at home and his friends expect to see him very shortly at the office again directing the affairs of the company.

F. E. Winans, the well-known seed merchant of 6 Sherman Street, Chicago, has mailed his customers a very useful reference card to be hung up in the office. Thereon is printed a table showing the monthly range of prices per 100 pounds for cash timothy seed in the Chicago market during the past twenty years. The prices are based upon prime or contract grade.

The Woodbury-Elliott Grain Company of Toledo, Ohio, has been incorporated with a capital stock of \$50,000 by Hubbard S. Woodbury, Annie F. Mitchell, Edward E. Elliott, Henry C. Tuesdale and Athey C. Woodbury. The new firm is a reorganization of the business of Woodbury & Files, which had a string of elevators in Indiana, with headquarters at Muncie. The headquarters of the firm will remain at Muncie.

Roddy & Young Bros. have been organized to carry on a general grain business at Nashville, Tenn. Filmore Roddy has been connected with the Roddy Rye Grain Co., and will have general charge of the business. The firm's reshipping business will be done through the Hermitage Elevator Co., and the Nashville Warehouse & Elevator Co. The firm will also conduct the affairs of the Rock City Steam Feed Company.

NORTH ATLANTIC PORTS IN TROUBLE.

The North Atlantic ports have been endeavoring for weeks to obtain an adjustment of the rates on grain from Buffalo to tidewater to enable them to do business again in competition with Montreal, but thus far have been unable to obtain relief or even a serious hearing. On ex-lake wheat the roads east of Buffalo demand 4.85 cents per 100 pounds for domestic, and 2.89 cents for export in excess of the proportions of the through rates which they accept on grain coming all rail from Chicago and destined for the seaboard. These are the excess charges over the proportional rates if the grain goes to Boston. If it goes to New York the excess charges are 3.16 and 1.64 cents respectively, and if to Philadelphia they are 3.51 and 2.10. The excesses on corn and oats run about the same. On the other hand, Canadian wheat coming from Lake Huron and Georgian Bay, destined for Montreal and Portland carries a rate of 3.34 cents under the American "ex-lake" rates, Canadian corn, 2.63 less and Canadian oats, 3.13 cents less. In consequence the business goes to Montreal, and the ocean carriers have had to leave Boston and New York for want of business. In reply to the steamship and exporters' protests, the railroads put forward the assertion that their business is at present so light, in general, that they ought to increase, rather than to reduce the rates on eastbound matter. The steamship men at a conference told the railroad authorities that conditions had become desperate and suggested that lower rates were the only remedy. They cited many instances, among them that of the steamship Kentucky, which sailed from New York on August 7, after having remained at her dock three weeks in an effort to secure a cargo and was finally compelled to sail with but one-quarter of her cargo space filled.

The Milwaukee Chamber of Commerce has withdrawn the complaints made to the Commerce Commission against the I. C. and C. & N-W. railroads, those companies having reached an agreement on division of rates on grain exchanged for shipment between the two roads at Freeport, Ill. The complaint against the Rock Island still remains on file.

Ohio had an unusually early wheat harvest, nearly two weeks in advance of last year's. The state department of agriculture, on August 1, estimated the prospect at 82 per cent, a 2 per cent advance over last year. Oats are reported to have shown a further decline over last month, being placed at 65. No percentage is given for corn, but promising conditions are reported.

HAY AND STRAW

Northern New York reports an excellent hay crop.

Greenville, Ohio, reports a fine hay crop in Darke Co., Ohio.

The hay crop about Fairchild, Wis., promises to be fine.

An alfalfa feed mill is being agitated for Concordia, Kan.

Montgomery, Minn., reports a fine hay crop in that vicinity.

The hay crop in Centre County, Pa., is very large this year.

Wesley Craft has rebuilt his alfalfa mill at Wellington, Kan.

The Massachusetts farmers are expecting a bumper hay crop.

A bumper hay crop is being gathered throughout Nebraska and Iowa.

Davis & Gilbert, Shawnee, Okla., contemplate the erection of an alfalfa mill.

The tame hay crop about Long Prairie, Minn., is not as heavy as last year.

New Jersey reports an excellent hay crop, above the average in some counties.

The Alfalfa Meal Co. of Council Bluffs, Iowa, contemplates enlarging its plant.

The hay about Bismarck, N. D., is heavier and thicker than for some years past.

The Freed Warehouse at Livermore, Cal., was recently burned and 500 tons of hay consumed.

In July, Green County, Mo., shipped the first carload of alfalfa ever sent out of the county.

The annual meeting of the Michigan Hay Association will be held in Flint, August 19 and 20.

Blake & Blake, El Reno, Okla., contemplate installing an alfalfa mill. Electric power will be used.

The crop report of the Wisconsin state board of agriculture reports an immense hay crop for that state.

New prairie hay is being sold in the Topeka, Kan., market, bringing about the same as the old hay, or \$8 per ton.

Klamath County, Oregon, reports its hay crop as short but sufficient to feed the stock in that district. Alfalfa is also light.

Heavy rains have seriously interfered with the haying in the vicinity of Superior, Wis. The hay is of more than average yield.

Arrangements are being made for the building of a ten-carload alfalfa feed mill at Wichita, Kan. Local business men are behind the proposition.

The hay in the region of Warsaw, Wyo., promises an unusual yield. The price of old hay in that region has dropped from \$22 last winter to \$10 and \$12.

There has been a slump in the Upper Michigan hay market. The price has dropped from \$20 to \$10 per ton, due to the large harvest in nearby states.

The Whitewater, Kan., alfalfa meal mill has installed a 60-horsepower gas engine. The mill expects to start work soon with a capacity of fifteen tons daily.

Thos. Kneal and J. A. Callahan are arranging for the erection of a \$35,000 alfalfa meal mill at Wheatland, Wyo. They expect to contract for the alfalfa from 10,000 acres in that vicinity.

The Newton Alfalfa Mills of Newton, Kan., are building a new \$8,000 mill at Sedgwick, Kan. S. O. Cable of Newton will have charge of the Sedgwick plant and will remove to that town.

M. E. Schultz, former mayor of Beatrice, Neb., has been considering the erection of an alfalfa meal mill at Council Bluffs, Iowa. Mr. Schultz represents a syndicate of eastern capitalists.

Prairie: Market quiet; receipts have increased in the past few days and demand slow, yet we believe the market as good as can be expected, taking into account the abnormal crop that must be marketed.

M. O. Wolfe is erecting an alfalfa feed mill in Wichita, Kan. The mill will be of corrugated iron, with a rubber roof, and will cost in the neighborhood of \$6,000. The output will be a carload of meal per day.

The T. B. Hord Alfalfa Meal Co. of Central City, Neb., has been incorporated with a capital of \$25,000. The incorporators are: T. B. Hord, Heber Hord, M. Shonsey and G. B. Bissell. The company is planning to erect a four-story mill at once.

Two alfalfa feed mills are to be erected in Wichita, Kan., within the next few months. The larger one will have a capacity of twenty-five tons per day. H. K. Lindsay is president and E. A. Dawson secretary of this concern. The smaller

mill will have a capacity of ten tons daily and will be under the supervision of A. H. and L. A. Ottaway.

A \$25,000 alfalfa meal mill is being constructed in Echo, Ore. The building is to consist of iron, steel and concrete, and is to have a capacity of twenty-five tons daily. The dimensions of the main house will be 32 by 60 by 18 feet. Ten persons will be employed.

Six hundred tons of hay, belonging to Everett Bohaman, was destroyed recently at Toppenish, Wash. On the following day fire visited the same place, and consumed Bacon & Galbraith's hay barn and its contents, amounting to about four hundred tons.

Straw: Market on all straws is good; demand active, and we advise shippers to let their straw come forward, as weather has become cooler, which permits balers to take advantage of the situation. Those who have straw baled let it come forward while market is good.

Hutchinson, Kan., is to have an alfalfa mill. The Hutchinson Alfalfa Products Co., capital \$50,000, has been formed by local business men with E. N. Sapp as president. A building has been purchased and machinery will be installed. Power for the plant will be furnished by gas engines.

Wm. Martin and H. R. Brown are equipping the B. & M. Alfalfa Mills at Dodge City, Kan., to handle the entire alfalfa output in that territory. They expect to be ready for business by September 1, with a daily capacity of fifteen tons. The new firm will also handle the feed and grain business of Martin Bros. at Dodge City.

J. R. Kenworthy and W. S. Schopf are promoting a scheme for the erection of a \$100,000 stock feed mill in Wichita, Kan. A tract of land lying directly east of the Red Star Mill has been secured and plans for the mill are now being prepared. It is proposed to divide the \$100,000 stock issue into common and preferred. About half the latter has already been subscribed.

The Havana Hay Co. has been incorporated under the laws of the state of New York, with a capital of \$30,000. W. J. Bloomingdale, head of the American Hay Co., New York, is the prime mover in this new venture. The company will make a specialty of exporting hay from this country and Canada to Havana. It will be a subsidiary company to the American Hay Co.

Elam Bartholomew is conducting an alfalfa experiment station on his farm near Stockton, Kan., under the supervision of the Agricultural Department. The station is by far the largest alfalfa experiment station in the world. The success of the work is assured and much valuable information concerning seed production, drought resistance and hay production will soon be given to the public.

Reports on crop conditions from practically all of the agricultural districts of Pennsylvania say that the hay crop just cut is the largest in twenty years, and as the weather for gathering it was favorable, no finer hay was ever put in barns. From Selings Grove comes a special report that in Snyder and adjoining counties hay is a drug on the market, and \$5 a ton is considered a good price. This is due to the fact that there is much old hay still on the market.

The receipts of all grades of hay, while moderate, are ample for the light demand. New timothy is coming forward in good shape and has about taken the place of old. It may be possible to get a slight advance in price for the old, but it will be only for a short time. Shippers should be very careful in baling and loading new hay, some cars arriving which have been baled too tightly and have heated. The demand for clover and clover mixed hay is light.—Pillsbury Hay and Grain Reporter.

Freeman Bros. & Co., Chicago, report August 12—Timothy: Market steady; receipts light and quite a good inquiry both for old and new timothy. We have urged shippers the past two weeks to let their old hay come forward; the premium is melting away and in a few days new hay will bring the premium. New timothy is coming to market in good shape; very little hot hay in the arrivals. Shippers will run no risk shipping new hay. Bale in 2-wire bales, about 80 to 85 pounds in bales, load cars on edge or end. We advise shippers to let their hay come forward, as prices are higher than they will be 30 days hence.

NATIONAL HAY CONVENTION.

The fifteenth annual convention of the National Hay Association was held at Cedar Point, Ohio, near Sandusky, on July 28-30.

The board of directors made a complete and well ordered report on business conditions and prospects, and reports by the committees on quotations, demurrage, standard bales, transportation, terminal facilities, cipher code, grades, auditing,

statistics, arbitration, resolutions and nominations were read.

The report of the secretary-treasurer showed disbursements for the past year of \$5,698.72, with a balance on hand of \$2,425.25.

The following addresses were delivered: "Why Trade Organizations Are Necessary to the Preservation of Our Business," by A. E. Reynolds; "How the Shipper Can Make Money in the Hay Business," by T. P. Riddle; "Poor Hay," by Willis Bullock; "How to Prevent Low Grade Hay Going to Market," by H. B. McClure, of the U. S. Dept. of Agriculture; "Why Is State Inspection of Hay Superior to Private or Board of Trade Inspection?" by H. L. Elliott.

One of the main features of the convention was the indorsing by the association of internal waterways projects advocated by President Roosevelt and other organizations. A resolution was adopted indorsing the President and the Waterways Congress. This resolution urged Congress to make an annual appropriation of \$50,000,000 as long as it was needed to carry out the improvement plans now under way.

The hay exhibit consisted of bales from New York, Toledo, Cincinnati, Louisville, Cleveland, Pittsburg and Kenton.

The convention closed on July 30, with the election of the following officials for the ensuing year: Morris C. Neizer of Monroeville, Ind., president; B. A. Dean of Auburn, N. Y., first vice-president; H. L. Elliott of Minneapolis, Minn., second vice-president, and P. E. Goodrich of Winchester, Ind., secretary-treasurer.

HAY STORAGE RATES AT NEW YORK.

Upon the complaint of the New York Hay Exchange Association against the Pennsylvania Railroad Co. and others the Commerce Commission has rendered a decision in which it holds that the rates collected by the railroads for track storage in addition to demurrage charges are excessive. The Commission says:

"1. Defendants assess track storage charges, in addition to demurrage charges, at their various yards in Greater New York against all commodities except coal and coke, after the car has been placed for unloading, for the first two days, nothing; for the third day, \$1; for the fourth day, \$2; for the fifth day, \$3; for the sixth day, \$4; for the seventh day and each succeeding day, \$5. Upon complaint that such charges are unlawful; held, That the present track storage charges are excessive, but that defendants may properly impose a track storage charge, in addition to demurrage charges, of \$1 per day for the third and fourth days after the car has been placed for unloading and \$2 per day for the fifth and all subsequent days.

"2. The contention that these charges result in undue discrimination against Greater New York is not sustained. There may be cases where a particular commodity or a particular locality should be made an exception to the general rule, and in such cases there is no reason why every locality and every commodity must bear the added burden. The Commission has found that the imposition of these storage charges within certain limits are reasonable in Greater New York, and the simple fact that they are not imposed elsewhere furnishes no good reason why they may not be imposed there.

"3. Demurrage charges and charges of a kindred nature are imposed as compensation to a carrier for an additional service. The rate of freight includes a delivery of the property; it does not include the storage of the property after a reasonable opportunity has been afforded the consignee to receive it. When, therefore, the carrier through failure of the consignee to promptly remove the property is obliged to store the same either in its cars or its warehouses, it performs a service not embraced in the rate and for which additional compensation may properly be exacted."

Chas. A. Nelson died recently at Goodhue, Minn. He was connected with Maley's Elevator at that place.

Thos. A. McIntyre, head of the brokerage house of T. A. McIntyre & Co. of New York, which failed last April, died at Baltimore, Md., on July 29. Mr. McIntyre had been indicted as a result of the failure of his firm, but the case had not yet come up for trial.

The Southwestern Millers' Association will immediately bring proceedings before the Interstate Commerce Commission to secure a readjustment of the rates on grain and flour between Kansas and Oklahoma and as soon as the proceedings are started the Kansas State Board of Railroad Commissioners will intervene on behalf of all of the grain shippers of the state. Present tariff shuts Kansas out of Oklahoma entirely.

IN THE COURTS

Judge Thompson, at Cincinnati, has appointed Wm. R. Thrall as receiver for the Chas. E. Bultman brokerage house.

The Laning-Harris Coal and Grain Company of Kansas City has filed a complaint with the Interstate Commerce Commission against the Frisco road demanding rebate of \$42 for excess switching charges on cars in Kansas City.

J. A. Lussier has brought suit in the district court at Minneapolis against the Interior Elevator Co. for \$10,000 for personal injuries which he says he received while oiling machinery on the company's property at St. Louis Park.

The Nye-Schneider-Fowler Grain Co. has brought suit against the Independent Elevator Co. of Omaha for \$5,576.53 for loss alleged to have been sustained through the negligence of the elevator people in storing 50,000 bushels of the company's grain.

Mahen & Coyle and Crowder Bros. have filed a petition with the Circuit Court at St. Louis, asking that a receiver be appointed for the Burlington Elevator Co., also of St. Louis. Dissensions among the directors are responsible, the plaintiffs allege, for the loss of business by the elevator company.

Kerr, Gifford & Co. of Portland, Ore., have asked damages against the Southern Pacific railway to the extent of \$809. The complaint alleges that in June and July, 1906, the railway company was so slow about forwarding four carloads of wheat to Ciudad Juarez, Mexico, that Kerr, Gifford & Co., lost the sale.

The Nebraska-Iowa Grain Co. of Omaha has filed a complaint against the Union Pacific Railroad, asking the defendant company to pay \$1,411 as reparation on 174 carloads of grain transferred at complainant's elevators. The action is based on certain charges made for switching and the return of empty cars.

J. E. Boyce and F. L. Royston have been named as co-receivers of the J. A. Holmes Co. of Pine Bluff, Ark. While the assets of the company, which does a wholesale grain and provision business, exceed the liabilities by over \$25,000, the business had become so involved that the receivership was necessary.

The Cavers Elevator Co. of Council Bluffs, Iowa, and the Crowell Lumber and Grain Co. of Omaha have filed with the Interstate Commerce Commission separate complaints of discrimination and claims for nearly \$2,000 reparation against the Union Pacific Railroad, charging that the railroad has refused them allowances for transferring grain, although granting such allowances to competitors.

The Files Grain Company of Indianapolis, Ind., has filed a complaint with the Indiana Railroad Commission alleging that the railroads have issued orders closing their Indianapolis offices at noon each Saturday, and are making no allowances for demurrage charges that accrue through delays in the delivery of cars caused by the closing of the offices. The commission has called a conference to consider the matter.

The answer of the Missouri Pacific and St. Louis, Iron Mountain & Southern railways, in the suits brought recently in the United States court at Little Rock, Ark., charging them with rebating in shipments to T. H. Bunch & Co., from several grain-growing points, has been filed with the secretary of the Interstate Commerce Commission. The answer develops the fact that the Iron Mountain railway is the owner, not only of the ground upon which the Bunch mill and elevator in Argenta, Ark., is situated, but also of the mill and elevator property itself.

ARBITRATION DECISIONS.

The following decision and arbitration was made by the committee of the Grain Dealers' National Association under date July 28, 1908:

H. L. Halliday Milling Co., Cairo, Ill., plaintiff, vs. Shaw & Binder, Colo., Iowa, defendants.—Evidence in this case shows that on the 26th day of January, 1907, plaintiff bought of defendants 5,000 bushels of No. 3 white oats (or better) at 38 cents (37½ cents for No. 3 yellow or No. 4 white) net on track at East St. Louis, for sixty days' shipment from country point, final settlement on Cairo weights and inspection, and on the 13th day of February, 1907, 5,000 bushels No. 3 white oats (or better) at 40½ cents (40 cents for No. 3 yellow or No. 4 white) net East St. Louis, sixty days' shipment, final settlement on Cairo weights and inspection.

Against the first named contract the defendants shipped 1,838 bushels only, leaving 3,162 bushels unshipped, and on the second named contract there were no shipments made. When the con-

tract time for shipment had expired the evidence clearly shows that the contract was kept open by both parties and time for shipment extended from time to time up to June 8th, 1907. The plaintiff then called on defendants to state when the oats would be shipped, and defendants replied as follows: "Will get out within seventy days or less." Plaintiff then wired defendants as follows: "Seventy days unsatisfactory. We cancel order, charging your account difference, basis St. Louis cash market to-day."

Plaintiff accordingly cancelled the contract on basis of the average market value of No. 3 white oats as evidenced by St. Louis market report of June 8, charging the defendants with the difference, amounting on the first named contract to \$239.92, and on the second named contract \$412.50, making a total of \$752.42. In addition to this there was a balance due plaintiff from defendants amounting to \$101.73, making the total amount due plaintiff from defendants \$854.15.

The committee believes from the evidence that the several extensions of time up to June 8 were liberal on the part of the plaintiff and that the further time of seventy days asked for by the defendants was unreasonable, and that under the circumstances plaintiff could not be expected to make further extensions and was perfectly within its rights when it cancelled the contracts on June 8. We do not lose sight of the fact that the defendants were unable to get cars for making the shipments and that the default on their part was due, perhaps, entirely to this fact. We believe, however, it is a well established custom (which is a fair one) that the seller of grain for a certain stated shipment assumes every responsibility for making the shipment according to contract, or failing in this, to protect the buyer against all loss.

We, therefore, conclude that the claim of plaintiff against defendants, amounting to \$854.15, is correct and fair, and judgment is hereby rendered against the defendants for that amount, the defendants to pay the cost of arbitration.

H. S. GRIMES, Chairman.

C. C. MILES,

E. WASMUTH,

Committee.

July 28, 1908.

The following decision was rendered by the arbitration committee of the Kansas Grain Dealers' Association under date, Salina, July 28, 1908:

Atchison Live Stock Co., plaintiff, vs. Force & Kieley, defendants.—In the above case we, your committee, find that the plaintiff, the Atchison Live Stock Co. of Atchison, Kansas, bought from the defendants, Force & Kieley of Wheaton, Kans., on December 17, 1907, one car of corn, and that the confirmation of plaintiff specified routing on said shipment. The failure of said defendants to follow shipping instructions of the plaintiff being the cause of this controversy, the said plaintiff asks for relief to the amount of \$29.60, of which \$20.50, the plaintiff claims, accrued by reason of failure of the defendant to carry out the routing instructions, causing an alleged overcharge in rate of freight assessed on said shipment, the remaining \$8.50 accruing on account of defendants not loading the car to capacity.

Upon thorough investigation your committee finds that the defendants, Force & Kieley, acted in good faith, and, although not complying with the billing instructions embodied in the confirmation, they used good judgment in routing the shipment via the road taking the lowest possible rate, as the route specified by the plaintiff carried a higher rate, the rate quoted the plaintiff by the railroad company being in error, and we, therefore, deny claim of plaintiff for the difference between the rate claimed by them and the rate as assessed by the railroad company, thus cancelling \$20.50 of the amount claimed by the plaintiff.

We further find, however, that the defendants owe the plaintiff the difference in freight as claimed by them, account car not having been loaded to capacity, amounting to \$8.50. The defendants, Force & Kieley, are, therefore, ordered to promptly pay the \$8.50, being excess freight assessed by the railroad company account car not having been loaded to capacity, and the secretary is requested to forward check for this amount to the receivers of the plaintiff's company, which the defendants previously acknowledged was due the plaintiff, and which is attached to the original papers.

It is further ordered that the cost of this case to be assessed against the plaintiffs, the Atchison Live Stock Co., and the secretary is instructed to return to the defendants, Force & Kieley, their deposit fee in this case.

I. A. PRIBBLE,

F. B. BONEBRAKE,

C. A. SMITH,

Committee.

Attest, E. J. Smiley, Sec'y.

PERSONAL

Chas. Morey is now managing an elevator at Trent, S. D.

Howard Updike has charge of the Conrad Elevator at Alda, Neb.

M. Funk has taken charge of the Supple Elevator at Ogden, Ill.

H. Goodfellow has taken charge of the Atlas Elevator at Bruce, S. D.

J. B. Coolidge has taken charge of the Thorpe Elevator at Leeds, N. D.

L. B. Smith has taken charge of the Monarch Elevator at Renville, Minn.

S. Zylstra has taken charge of the Carlon Elevator at Lake Andes, S. D.

L. Lein will have charge of Sharp's Elevator at Egan, S. D., this season.

I. Iverson of Ada, Minn., is to take charge of an elevator at Galesburg, N. D.

W. J. Quick has been appointed manager of the new elevator at Atwood, Ill.

H. Baitson has been appointed manager of the Farmers' Elevator at Tokio, N. D.

T. H. O'Connell has assumed charge of the Imperial Elevator at Michigan, N. D.

Jas. Frank has been appointed manager of the Federal Elevator at Warren, Minn.

Andrew Gordon has resigned as grain buyer for the Hendrum (Minn.) Elevator Co.

Alfred Fryslie will manage Ostroot Bros.' Elevator at Vienna, S. D., this season.

J. G. Jacobson has left Aitkin, Minn., to take charge of an elevator at Flora, N. D.

M. T. Mahoney will have charge of the Cargill Elevator at Graceville, Minn., this fall.

Wm. Goebel will buy wheat for the Columbia Elevator Co. at Leola, S. D., this season.

W. D. Donovan has become manager of the Winter & Ames Elevator at Crosby, N. D.

Ben Nace has been engaged as grain buyer by the Colman Elevator Co. of Colman, S. D.

H. J. Muscheites has taken charge of the Central Granaries Elevator at Bruning, Neb.

M. T. Thompson has been engaged as manager for the Farmers' Elevator at Prescott, Wis.

Olaf Opasta has left Kenneth, Minn., to take charge of the Atlas Elevator at Faulkton, S. D.

Fred Thompson has been appointed agent for the Woodworth Elevator Co. at Fairdale, N. D.

J. R. Bailey of Enid, Okla., has taken charge of the Oklahoma Elevators at Kingfisher, Okla.

H. J. Benson is to have charge of the farmers' elevator, now nearly completed, at Union, Iowa.

Thos. Walsh has accepted a position as agent for the Northwestern Elevator Co. at Yale, S. D.

B. F. Withee has succeeded J. W. Dunn as manager of the Atlas Elevator at Yankton, S. D.

Lee Railsback of Hopedale, Ill., has gone to Ashland, Neb., to engage in the grain business.

Bert De Mersseman has taken charge of the Cresbard Grain Co.'s Elevator at Cresbard, S. D.

The Kingsbury Grain Co. have assigned Mr. Woods to their elevator at South Weaver, Iowa.

Harry Mansbridge is to take charge of the Booher & Thomas Elevator at Mt. Vernon, S. D.

Robt. Kirsch has succeeded A. J. Murphy as manager of the Woodworth Elevator at Bowbells, N. D.

Mr. Nesbit of Little Rock, Iowa, has taken charge of the Anderson Elevator at Allendorf, Iowa.

W. N. Waldron of Rochester, Minn., has taken charge of the Cargill Elevator at Spring Valley, Minn.

Engebert Eggen will have charge of the Andrews & Gage Elevator at Kathryn, N. D., this season.

A. J. Schmidt has located at Twin Brooks, S. D., where he is to have charge of Miller Bros.' Elevator.

H. E. Christianson of Wood Lake, Minn., has taken charge of the Great Western Elevator at Randolph, S. D.

Peter Geib and A. F. Geisler have purchased and assumed active management of the elevator at Bowdle, S. D.

On August 1 Henry A. Wieburg completed his twenty-fifth year with the Turner-Hudnut Grain Co. at Pekin, Ill.

Hans Mikkelsen has been transferred from Garske, Minn., to Webster, N. D., where he is in charge of the Farmers' Grain Co.'s Elevator. Peter Du Chene has been transferred from Sweet-

water, Minn., to take Mr. Mikkelson's former place.

M. E. Coffey has been transferred by the Western Elevator Co. from Monterey to Morton, Minn.

J. H. Lathrop of Aberdeen, S. D., will assume management of the new Hawkeye Elevator at Red Lodge, Mont.

C. K. Thorstad has left Wyndmere, N. D., for Minnewaukon, where he has a position with the Peavey Elevator Co.

F. H. Tupper has accepted the position of manager of the Western Elevator Co.'s house at Howard Siding, Wis.

The N. J. Olson Elevator Co. has transferred Oscar Hoveland, their agent at Cooperstown, N. D., to Deslac, N. D.

Frank W. Blackmun of Comfrey, Minn., has accepted a position as grain buyer with an elevator at Bowden, N. D.

Chas. Hanson of Atwater, Minn., has accepted a position as grain buyer for the Duluth Elevator Co. at Kandiyohi, Minn.

M. N. Pratt has removed from Fairmount, Minn., to Scarville, Iowa, where Mr. Pratt will have charge of an elevator.

After an absence of a year, O. E. Randall has again assumed charge of the Skewis Grain Co.'s elevator at Heron Lake, Minn.

J. F. Connor of Bath, S. D., will buy wheat for the Empire Elevator Co. on the James River division of the Milwaukee road.

George Scheid has removed his family from Easton, Minn., to Bowman, S. D., where he will take charge of a grain elevator.

Peter Hegseth has resigned as manager of the Farmers' Elevator at Carlisle, Minn., and gone to Sharon, N. D., to fill a similar position.

Bud Krandold of Groton, S. D., has removed to Donnybrooke, N. D., where he will have charge of the Northern Elevator Co.'s business.

Ivan Davis has taken charge of the King Elevator at Corsica, S. D., and Jas. Van der Berge, of the Carlon Elevator, at the same place.

T. M. McLaren has resigned his position with the Monarch Elevator Co. at Buchanan, N. D., and has taken charge of the Lyon Elevator.

C. W. Riley has resigned as manager of the Farmers' Co-operative Co.'s Elevator at Pipestone, Minn. C. F. Price has assumed charge.

Fred Olson, for the past two years grain buyer for the Western Elevator at Ellendale, Minn., is now with the Atlas Elevator Co. at Cavour, S. D.

Julius Lippitt, who has been engaged in the grain business for over twenty-five years at Colfax, Wash., has opened a new office in Portland, Ore.

H. A. Weise, vice-president of the Clinton Grain Co., has left Dysart, Iowa, to assume management of his firm's new elevator in Cedar Rapids, Iowa.

I. A. Francis has resigned as manager of the Cargill Elevator at Benson, Minn., and J. K. Lang has been transferred from De Graff to take his place.

Geo. O. Farrell will remove his family from Luverne, Minn., to Watertown, S. D., where he is to have charge of the Kasota Grain Co.'s new branch.

Carl Schwartz has been chosen as buyer for the Thompson Elevator at Ramona, S. D., to fill the vacancy created by the resignation of W. H. Stewart.

H. H. Austin has left the employ of the Fisher-Stevens Co. of Charles City, Iowa, to accept a position with the Sterling Elevator Co. of Minneapolis.

Mr. Parker, formerly of Winfred, S. D., now has charge of the elevator at East Henderson, Minn., and is making extensive improvements in the plant.

A. O. Richardson is negotiating a deal whereby he will operate the Plein Elevator at Menahga, Minn., as an independent house, and buy grain for himself.

Frank J. Marvin has retired from the management of the Van Dusen Elevator at Zumbrota, Minn. A. E. Collinge has been advanced to fill the vacancy.

G. M. Simmons has retired from the management of the Larkin & Thompson Elevator at Winfred, S. D. Mr. Whitlow of Madison, S. D., succeeds him.

R. N. Brown of Granada, Minn., has entered into a contract with the Myrtle Grain Co. of Albert Lea to take charge of their elevator at Conger, Minn.

I. W. Wills has resigned his position with the Farmers' Co-operative Elevator at Wesley, Iowa, and accepted a position with the Western Elevator Co. at Holstein, Iowa. Mr. Wills was for-

merly agent for the Western Elevator Co., handling their business at Pomeroy, Iowa, for sixteen years.

Wm. White has resigned as manager of the Wohltheter Elevator at Northrop, Minn., to accept a similar position with the Farmers' Elevator at Truman, Minn.

Phillip H. Brockmann, cashier of the F. P. Brockmann Grain Co. of St. Louis, Mo., was seriously injured in an automobile accident in that city on August 3.

L. F. Poppenhagen has resigned his position with the Farmers' Supply House at McIntosh, Minn., and become buyer for the Federal Elevator Co., at that station.

H. O. Ellefson, formerly agent for the Thorpe Elevator Co. at Leeds, N. D., has married and located at Syre, Minn., where he has accepted a position as elevator agent.

T. R. Dunn, who has been the buyer for E. A. Brown's elevator at Jasper, Minn., for a number of years, has resigned his position, and will engage in farming and stock raising.

The grain buyers at Worthing, S. D., this season will be W. W. Thorpe, for the Reliance Elevator Co.; W. Jones, for the South Dakota Grain Co., and D. Thompson, for the Hunting Elevator Co.

S. G. Sands, who has been in charge of the Rogers Grain Co.'s elevator at Cornell, Ill., for several years, has removed to Graymont, Ill., to take charge of the company's elevator at that place.

After nine years' service as wheat buyer for the Great Western Elevator Co. at Hanska, Minn., H. V. Anderson has resigned to accept a similar position with the same company at Angelvale, N. D.

A. W. Wormell, manager of the Farmers' Grain & Supply Co., Washtucna, Wash., has purchased an interest in a string of warehouses, and will remove to Pomeroy, to take charge of them. R. B. Hadley succeeds him.

Erick Erickson has taken charge of the Empire Elevator at Montevideo, Minn. The Farmers' Union Elevator at Hutchinson, Minn., which Mr. Erickson formerly had charge of, has been torn down and shipped west.

Ed. H. Wallace, who for eight years has been a member of M. T. Dill Grain Co., Prescott, Wis., has withdrawn from the company and removed to Long Beach, Cal., where he has taken a position with the Exchange National Bank.

After having actively engaged for fourteen years in the grain business at Pesotum, Ill., "Uncle" John Condon has retired, having leased his interest to J. T. Riemke, his former partner. Mr. Condon will take a well-earned rest.

W. F. Robinson, who has conducted the Theisen Elevator at Woonsocket, S. D., for the past year, has assumed management of the Farmers' Elevator at Artesian, S. D., and removed to that place. Jas. R. Dalton succeeds Mr. Robinson at Woonsocket.

Fred M. Schutte of St. Paul, Minn., has been promoted from the office of chief accountant of the state grain inspection and weighing department to that of state weighmaster of grain at Duluth, the position left vacant by the death of J. B. Sutphin.

Bryce M. Hess, of the Hess Warming & Ventilating Co. of Chicago, was married July 18 at Indianapolis, Ind., to Miss Julia Hereth of that city. They are spending their honeymoon at Charlevoix, Mich., and will be at home in Chicago after August 15.

Four of the five elevators at Elgin, Man., will have new buyers this fall. J. B. Craig, who has for three years been employed by the Canadian Northern Co., has been appointed superintendent of a division of thirty-two elevators in northern Manitoba and eastern Saskatchewan with headquarters at Minnedosa. C. A. Sparrow, for four years at Myrtle and Fairfax, has succeeded him at Elgin. C. W. Bearce, who has been in charge of a number of elevators of the International Elevator Co. at various points in the West will take charge of their elevator at Elgin, while J. Bailey has been engaged by the Western Canada Flour Mills Co. and John Magee by the Winnipeg Elevator Co.

Billings, Mont., reports bumper crops from that section. The wheat and oats yields will be largely in excess of last season.

Acting Postmaster General Grandfield has issued a fraud order against the Mutual Grain Co. of 78-80-82 Wall St., New York City, which advertised immense profits by dealing in puts and calls on the grain market, and solicited by mail sums for that purpose.

BARLEY and MALT

Columbia County, Wash., reports a good barley harvest, some yields being as much as 60 bushels per acre.

Barley cutting has started in many parts of Manitoba and Saskatchewan. Although the acreage is restricted the yield promises to be heavy.

The first carload of the 1908 barley crop arrived in Minneapolis on July 27, from Fairmount, Minn. It weighed 48 pounds and sold at 56 cents.

A large barley crop in Minnesota is assured. General Agent A. C. Johnson of the Chicago & Northwestern reports excellent crop conditions along his road.

Reports from Garretson, Aberdeen and Pierre, S. D., and Grand Forks, N. D., indicate a good yield and excellent quality for both barley and rye. Some sections of Minnesota have begun to feel the need of rain.

Part of a car of new Chevalier barley was received in Chicago on July 21 from Indiana. It was good color and of about 42 pounds weight. It was headless barley. Malsters did not care for it, and it sold for mixing at 64 cents. First car last year received on August 3 from Illinois, graded feed, and sold at 60 cents.

The first car of maling barley received in the Chicago market this year arrived July 27 from Iowa, consigned to Creighton & Co. and sold to the Nye-Jenks Grain Company. It was of fine quality, dry and in good condition, tested 45 pounds per bushel and sold at 61 cents. Minneapolis also received the first car of barley of the season and sold it at 56 cents.

MEETING OF MALTSTERS' ASSOCIATION.

The United States Maltsters' Association ended its annual convention in Milwaukee, Wis., on July 8 by re-electing its officers as follows: E. F. Hales, Chicago, president; R. W. Caldwell, Chicago, secretary, and C. E. Reiner, Kenosha, treasurer. About sixty members of the association were present. Among them were: B. F. Hales and R. W. Caldwell, Chicago; C. E. Reiner, Kenosha, Wis.; P. J. Suche, Minneapolis; A. Hauser, St. Paul; A. H. Pohl, Manitowoc; S. C. Spencer, Grand Rapids, Mich.; W. K. Neill and B. F. Stonehocker, New Haven, Conn.; J. Kaun and C. Zwickel, Buffalo; W. Sully, New York; Louis Hochman, Cincinnati, and C. Fuchtwanger, Pittsburg.

BARLEY CROP OF THE U. S.

The barley crop of the United States has been since 1866 (to 1906) a movable quantity. California until 1893 was always the greatest producer of the Union, but in that year Wisconsin's 12,480,000 bushels topped California's 11,216,004; with that exception, however, and also the year 1905 (when Minnesota's 29,012,526 bushels beat California with 26,606,960 bushels) California has been easily the leader.

California excepted, however, New York from 1866 to 1877 was by far the heaviest producer, with a yield running from 3,840,000 bushels in 1868 to 7,800,000 bushels in 1875. During these same years Ohio, Illinois and Iowa were good yielders. Ohio dropped in the rear, however, leaving for several years New York, Illinois and Iowa as the leading barley states. In 1874 Wisconsin appeared well on the list with a yield of over 1,000,000 bushels, which by 1878 was in excess of 4,250,000 bushels. Minnesota crossed the million line first in 1873 and increased her yield pretty consistently until 1901 when the total jumped in a single year from 7,275,251 bushels to 21,680,617 bushels, which in 1904 had become 32,123,041 bushels. Ohio, Indiana and Illinois in the meantime had been giving up their crop. Ohio falling under the million line in 1882 and Illinois permanently in 1891.

As early as 1880 the barley crop had located itself in the Northwest. New York maintained her output pretty well until 1893 when for the first time the yield fell under 6,000,000 bushels, by 1900 it had fallen under 4,000,000 and in 1903 under 2,000,000 through decrease in the acreage. But the trend of the crop to the West and Northwest was visible as early as 1872, when after New York the great states were Ohio, Illinois, Wisconsin and Iowa. In 1882 the million-bushel producers, after New York and California, were Ohio, Michigan, Wisconsin, Minnesota (the leader), Iowa and Nebraska. Ten years later the chief states, omitting California, were Minnesota, Wisconsin, North Dakota, Iowa, South Dakota, Kansas, Nebraska and Michigan, in the order named.

Massachusetts and Rhode Island ceased to produce barley in any measurable quantity after 1900, and Connecticut, New Jersey and Delaware as early as 1893. North Dakota first appears on the list of producers in 1887, South Dakota in 1889,

Colorado in 1880, Montana, Idaho and Washington in 1882, Oregon in 1869.

BARLEY AND PURE FOOD LAWS.

At a meeting of farmers of Wabasha County, Minn., on July 12, R. E. Jones of Jones & Co., barley merchants at Wabasha, called attention to the fact that the U. S. Brewers' Association had appeared by representatives before the joint committee on food standards and offered under a lengthy argument a uniform classification for beer, providing that all beers whether made from barley malt and hops exclusively or with other cereals and products of other cereals as adjuncts, be declared pure under the act. It is plain, Mr. Jones said to the farmers, that if the tentative draft of the joint committee on food standards should become a law the consumption of barley in the brewing of beer would be from 50 per cent to 75 per cent increased. The amount of barley now used in the United States in the manufacture of beer is about sixty million bushels. If beer was classified under the pure food laws, as butter, buttermilk and other foods, and beverages are classified, the consumption of barley would increase to about one hundred million bushels. This matter is of paramount interest also to the consumer of beer. In England and Germany the use of substitutes for barley malt and hops in the manufacture of beer is absolutely prohibited.

Thereupon the farmers of Pepin and Wabasha counties, at the July 12 meeting, adopted a petition which was directed to be sent to the chairman of the joint committee on food standards endorsing the tentative draft of the committee and opposing the proposed uniform standard of the United States Brewers' Association, and telegraphed Dr. Wm. Fiear, chairman of joint committee on food standards, State College, Penn., asking him to withhold action on this matter until his committee receive remonstrance from Minnesota farmers originating in Wabasha County.

The petition, among other things, says:

"The object of the pure food law as we understand is to point out and to make known the different ingredients used in the manufacture of foods and beverages. The purpose of the United States Brewers' Association, under their above proposition, is to cheapen the cost of their product by defeating the spirit of the pure food law. We also wish to call your attention to the fact that some of the largest brewers in the United States specifically and publicly assert that corn or other cheap materials will not yield beer of maximum quality.

"Furthermore, whereas the United States Agricultural Department have encouraged the farmers of the Mississippi Valley to enlarge and improve their barley crop during the past eight years; and whereas, the barley crop has been increased from seventy million bushels to one hundred and fifty million bushels during this time, we ask your honorable body to protect our interest to the extent of preserving the identity of beer made from barley malt exclusive of any other cereal.

"We furthermore understand that the pure food laws of Germany and England protect both the barley raiser and consumer of beer by prohibiting the use of any substitutes for barley in the manufacture of beer.

"The main argument of the Brewers' Association before your committee was that the use of other cereals than barley in the manufacture of beer is necessary to make the quality or standard required by the American public. Very well, we will not dispute this point. All we ask is that this product be so designated and made known to the public, and under the title of 'malt liquors,' and that beer made from no other cereal than barley be designated and made known as 'beer,' exactly as you propose in your tentative draft.

"We understand that the amount of barley malt required to a barrel of beer, where no substitute is used, is about thirty-four pounds, whereas this amount by the use of substitutes is reduced to sixteen or eighteen pounds. We have before us the advertised assertion of one of the great breweries of the country that beer made from other cereal with barley is not of maximum quality."

July 16 witnessed another big elevator fire in Buffalo, when the New City Elevator, owned by the New York Central Railway Co., was gutted by fire. The fire's origin is unknown. For a time it was feared that several other elevators, as well as a long line of freight sheds, might also go, but fast work on the part of the companies of firemen and the two fire boats prevented any further spread of the flames. Luckily no one was injured by the fire. About 35,000 bushels of grain were destroyed. The loss, including the elevator, which was built about eighteen years ago, will be around \$50,000.

THE ELLIS GRAIN DRIER

now being installed at the
Rosenbaum Bros. Belt Elevator,
Chicago, has the following
original features that will commend
themselves to every practical
elevator superintendent:

Automatic cleaning attachment
by which not only the
Drier is kept perfectly clean but
all dust is conducted into a separate
chamber and sacked.

Continuous feed attachment
combined with the regular
charge receiver.

All the waste heat from Drier
that contains drying properties
is utilized.

So constructed that two kinds
of grain can be dried at the
same time.

A full description of this plant
with photographs and illustrations
will be issued shortly.

The ELLIS DRIER CO.

747 Postal Telegraph Bldg.

CHICAGO

TRANSPORTATION

To all appearances an attempt is being made to drive the independent lake carriers of grain out of business, as a feature of the east-of-Buffalo struggle.

The threatened general advance in freight rates, due for August, has not been ordered, and apparently it will not be, the Pennsylvania lines refusing to concur.

The ex-lake grain rate over the Clover Leaf and Wabash lines, East St. Louis to Toledo, has been reduced, effective August 25, placing Toledo on Chicago equality.

The first complaint of car shortage to be filed with the Kansas Railroad Commissioners since last fall appeared on July 23, from the farmers' company at Ray on the M. P.

The Canadian route is said to have absorbed at least 8,000,000 bushels of American wheat this season to July 1, owing to high proportional east of Buffalo by the American routes. The Montreal route has, however, been overdone, facilities being crowded to the uttermost.

Ocean rates on wheat and flour from Pacific northwest ports to the Orient will be advanced materially on September 1 by the trans-Pacific steamship lines. The new rate to Japanese ports will be \$3 a ton; to Hongkong, \$3.50; to Shanghai and Manila, \$4, and to Amoy, \$4.50.

The Canadian Pacific has double tracked most of its roadbed between Winnipeg and Ft. William, and at the same time terminal facilities at Fort William will be increased by the operation of a new elevator of large capacity now fast nearing completion. With these improved facilities, it is claimed that an average of 600 cars a day will be handled, where last season's record was only 400 cars.

A GREAT MONOPOLY BROKEN.

The Commerce Commission has made an order (opinion filed) prohibiting the Southern Pacific Terminal Company from continuing to lease wharfage rights in Galveston to E. H. Young, the cotton seed products exporter, one of the strongest monopolies ever built up by preference and discrimination in railroad history. The monopoly had existed for two years and confined the traffic to the S. P. R. R. and E. H. Young. The Commission says the monopoly in question was an objectionable one, despite the fact that there is no denying that it resulted in considerable benefit to the growers of cotton. It is understood that the arrangement whereby Young was enabled in two years to secure for himself nine-tenths of all the exporting of cotton seed products was conceived by J. C. Stubbs of the Southern Pacific. By reason of this gift of free wharfage to Mr. Young at Galveston he was able to outbid all competitors for the product in which he dealt, and to secure practically all of the exporting of cotton seeds products through Galveston. The effectiveness of the preference to Young is shown by the fact that in 1904 the Galveston Wharf Company, the independent wharf company of Galveston, handled nearly 21,500,000 pounds of cotton seed cake and the Southern Pacific Terminal Company handled none.

In 1907, two years after the rearrangement with Young went into effect, the Galveston company's business had fallen off nearly 500,000 pounds, while the terminal company handled nearly 211,500,000 pounds. Between September 1, 1906, and September 1, 1907, Young exported 105,000 tons of cotton seed cake and about the same amount of cotton seed meal. All other exporters of Galveston did not ship to exceed 50,000 tons. Young, in fact, was enjoying the use of free wharfage amounting to about \$30,000 a year, and other privileges which amounted to from 40 to 50 cents a ton on the stuff which he handled for export, the exclusive use of a shed on the docks which cost over \$50,000 to erect, and so arranged things that it was impossible for other exporters to procure similar advantages. In return for these favors Young agreed to route all of his shipments over the Southern Pacific, provided rates were as low as those of other railroads.

In 1908, when 108 cotton seed mills in Texas formed an association for the export of cotton seed products with a view to extending the selling market abroad and stimulating the buying market at home, the managers found that they were not in position to compete with Young and that if they desired to succeed in business the only way was to get rid of him. The terminal company refused to provide facilities under a year, and Young refused to let go of his contract with the terminal company unless by payment of a \$50,000 bonus and reimbursement for all the improve-

ments he had made. Despite the fact, as stated by the Commission, that the cotton mill owners throughout Texas found their market for the sale of cotton seed products dominated by Young, and despite the fact that Young was depressing prices abroad, they could not get the Southern Pacific people aroused.

Carl Eichenberg, the complainant in the case before the Commission, also found that there was no use trying to make a living in the cotton seed products business with Young on one side and the Southern Pacific Railroad on the other, the latter refusing to make use of its vacant space in erecting additional facilities for exporters on equal terms with their favorite. Eichenberg, however, persisted in his attempt to do business, with the result that in two years he owed the banks in this country and in Europe \$35,000. With ruin staring him in the face, he appealed to the Commission and it is understood that some of the railroads which have been unable to get any of this business aided him.

In connection with his complaint before the Commission Eichenberg asked damages amounting to at least \$40,000. The Commission has reserved the question of damages, but it is evident that it desires to give him relief in this respect if possible. He has been given the liberty of presenting a bill of particulars of his losses and to make proof of the same before a special examiner. The Commission will then consider whether it can award him damages for having been driven out of business.

NATURAL SHRINKAGE.

The Commercial Exchange on August 7 received a cable message, signed by the most important grain merchants of Hamburg, relative to a new arrangement by which the Hamburg-American Packet Company, the owner of the steamship lines running from Hamburg to various United States ports and all over the world, proposes to supersede by its own guarantee the service as superintendents which the old firm of Goldstuck, Hainze & Co. has carried on so profitably for many years, says the Philadelphia Public Ledger.

Grain sales to Europe are made upon a basis of full outturn at the port of discharge, and exporters at all the American ports have been enabled to sell their parcels or cargoes with that understanding through their contracts with Goldstuck, Hainze & Co., who, from their various offices in Hamburg, Antwerp, London, Paris and elsewhere, would send skilled weighmasters to the various ports where their services were needed, and would guarantee to the exporters to make good to their clients any shortage, for which they had a fixed tariff and contract. The business was so profitable that the steamship line is now seeking it, although no complaints have been made by the trade in America against the present arrangement.

Members of the Commercial Exchange say it has been very advantageous to them to have contracts with such a reliable firm as Goldstuck, Hainze & Co. in the important matter of superintending outturns at European ports, and the tariff of charges has not been unreasonable for the service performed. The contracts usually provided that the superintendents would settle with the European buyers for any shortage and would look to the exporters for repayment, and this simplified transactions very materially for the American merchants.

The special committee of the Commercial Exchange, which has been busy with the subject of the "natural shrinkage" claims of the railroads, contend that if a firm can amass great wealth out of contracts to guarantee outturns in Europe of American shipments, at a tariff frequently not exceeding one-half of 1 per cent, after making good to buyers the cost of the actual shortage and paying to keep up a great organization, there cannot be a very sound basis for the demand of the railroads in America that receivers here shall allow one-fourth of 1 per cent to cover a natural shrinkage of grain en route to the seaboard from the West.

Members of the trade emphatically contend that if grain can undergo the frequent handlings necessary for ocean shipment, and then pay a good profit at the difference between the actual loss in handling and the tariff charged the exporters by the superintendents of one-half of 1 per cent, it is impossible for it to lose half as much during a quick and practically continuous land voyage in the railroad's own cars.

CAMPAIGN AGAINST THE NATURAL SHRINKAGE CLAUSE.

A vigorous campaign has already begun in opposition to the "natural shrinkage" clause of the Commerce Commission's bill of lading. The first

gun was fired at Philadelphia on July 31, when the Commercial Exchange filed a formal protest with the Commerce Commission against the clause and also sent communications to all important business organizations in the country urging their support to have the clause ruled out. This action is the result of an experience of Isaac S. Stoeber, a Philadelphia grain merchant, when he filed a claim with the Reading for damage done to several hundred bushels of grain while in transit. The Reading offered to settle the claim on condition that Mr. Stoeber would deduct from it one-fourth of one per cent of its value for "natural shrinkage." The railroad insisted that grain will always shrink that percentage in transit and in support of the claim, its officials cited the new bill of lading clause. This protest was accompanied by Sec'y Marshall's argument printed in the department of "Communicated," in this issue.

Subsequently W. M. Hopkins, manager of the Transportation Department of the Board of Trade prepared an argument against this and other clauses, which was sent to all the grain exchanges of the country. This letter is as follows:

"Referring to the bill of lading proposed by the Interstate Commerce Commission and particularly the conditions appearing therein pertaining to the carriage of grain, there are several features in this proposed bill of lading that are objectionable to the grain trade.

"First: Section 1, page 353, relieves the railway company from liability for loss or differences in the weights of grain or seeds caused by natural shrinkage or discrepancy in elevator weights.

"Most of the Western railways and Eastern railways operating in so-called Central Freight Association territory do not make an arbitrary deduction for so-called natural shrinkage in the settlement of claims. Lines in trunk line territory invariably do make a deduction of $\frac{1}{4}$ of 1 per cent.

"We believe that no deduction whatever should be made and that claims for loss in weight of grain in transit should be settled on their merits, and we believe that upon proper representation the railways will adopt this method, as several prominent lines have already done, and, therefore, we think that this feature in the bill of lading is very objectionable.

"Neither do we think that the liability for loss by reason of discrepancy in elevator weights is one that belongs to the owner of the grain, but is the proper hazard of the carrier.

"The law of the State of Illinois guarantees to the owner of grain delivery of the same amount as was loaded into car.

"Second: Section 3, page 354, provides that claims for loss, damage or delay must be made to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, etc., and unless claims are so made the carrier shall not be liable.

"It might not be practicable to make a claim at the point of delivery or origin. A grain dealer in Philadelphia purchasing a carload of grain in Chicago and selling the same in New England would under this section be required to make his claim either at the initial point, Chicago, or at the delivering point in New England. Naturally he would prefer to do business with the representative in Philadelphia of the railway that carried the property and who, perhaps, was actively interested in soliciting the business and to whom the claim naturally would be presented.

"It might also be impossible to secure all papers necessary for the presentation of the claim within four months. In any event your right to present a claim at any time should be limited only by law.

"Third: Section 4, page 354, provides for the necessary coöperation at owner's cost. It is not clear to me whether or not this will cover grain doors. In the event that it is so intended there would be serious objection.

"Fourth: Section 4 further provides that grain in bulk consigned to a point where there is a public warehouse may be delivered in such warehouse, and nothing is provided therein for notice of arrival of such grain or the time that it will be held subject to disposition before it is placed in the public warehouse.

"The obligation of the carrier would clearly seem to be to transport the property to the usual place of delivery and to notify the owner on arrival, but no provision for notice seems to have been made in this section.

"There are other objections to the proposed bill of lading that might be raised.

"What are your views concerning this bill of lading?"

"And do you think it advisable for exchanges to co-operate in presenting a petition to the Commission for the elimination of such features in the bill of lading as appear to be in conflict with the interests of the grain trade?"

BANKERS' ASSOCIATION COMMITTEE ALSO CONSIDERING QUESTION.

The committee of the American Bankers' Association is also actively considering the bill of lading question. Its work is progressing along three lines and comprehends proceedings (1) before the Interstate Commerce Commission for a uniform bill of lading; (2) before Congress for a national law governing interstate bills of lading, and (3) before the commissioners of uniform state laws in behalf of a draft to make uniform the laws in the different states governing the subject. The official bulletin of the association contains the following:

The Interstate Commerce Commission has departed from its original position that it has authority to prescribe a uniform bill of lading, and has reached the conclusion that the extent of its authority in this regard is to recommend a bill for general adoption. Since the hearing last fall negotiations have been under way before the Commission for the settlement of differences between shippers and carriers concerning the contents of the bill, with the view that a bill of lading can be recommended by the Commission which the carriers will accept, which will be fairly satisfactory to the shipping public and a very great improvement over the bills of lading now in use. Certain amendments to the proposed bill, especially with reference to the wording of the "order" and "alteration" clauses, suggested by the bankers' committee, have been accepted by the other interests.

On March 25 last Chairman Knapp made a statement of the progress of these negotiations to the house committee on interstate and foreign commerce, in which he said: "Some modifications to the bill of lading submitted last year have been practically accepted, and we anticipate that within the next thirty days we shall be able to make a report in which it is our intention to recommend the adoption of the bill of lading which is the outcome of these efforts and negotiations." This report has not yet been made, but it may be expected shortly.

The committee on interstate and foreign commerce gave hearings on March 20 and 25 upon the proposed measure, H. R. 14,934, relating to order bills of lading, and subsequently on April 14 a further hearing was had before a sub-committee consisting of Congressmen Lovering, Esch and Richardson. The merits and necessity of the proposed bill were thoroughly gone over, its provisions considered in detail and the question of its constitutionality orally discussed and also made the subject of printed briefs. The latest development has been the appointment of another sub-committee consisting of Congressmen Stevens of Minnesota, Lovering of Massachusetts and Russell of Texas, to report at the next session of Congress. This measure, as is well known, is designed to give the interstate bill of lading a definite legal status as an instrument of credit; it provides exact rules concerning its transfer and the rights acquired by holders, makes the carrier liable to bona fide holders upon bills signed by an agent where the goods have not been received; provides for the taking up of the bill upon delivery of the goods, and liability to the bona fide holder of a bill not so taken up; defines the effect of alteration and contains other provisions which will make the bill of lading a better and safer bankable document.

The committee then refer to the Seattle meeting which is mentioned in detail in another column, under the sub-heading "Objection to the Uniform Bill of Lading."

GRAIN ELEVATORS IN INDIA.

In reporting that it is understood that Mr. Noel Paton, the director-general of Commercial Intelligence for India, with headquarters in Calcutta, will soon visit the United States to investigate the grain-elevator system with a view to its possible introduction into India, Consul-General William H. Michael comments:

"In several reports during the past two years I have called attention to the condition of Indian wheat, due to the 'tramping out' process and the lack of elevator machinery for handling and cleaning, with the consequent opening for wheat-cleaning machinery and American elevators in India. The opportunity still presents itself. The director's visit to the United States to look into the elevator system, which has been brought to a high point of perfection, shows the practical interest taken in the subject by the most intelligent economists in India."

No. 1 northern wheat was bid up to \$1.25 at the Minneapolis Chamber of Commerce on August 6, making the record price of the season.

LATE PATENTS

Issued on July 7, 1908.

Grain Meter.—Martin Zimmerman, Jeromeville, O. Filed October 17, 1907. No. 892,492. See cut.
Grain Cleaner and Drier.—James S. Coon, Rantoul, Ill. Filed July 29, 1907. No. 892,502. See cut.

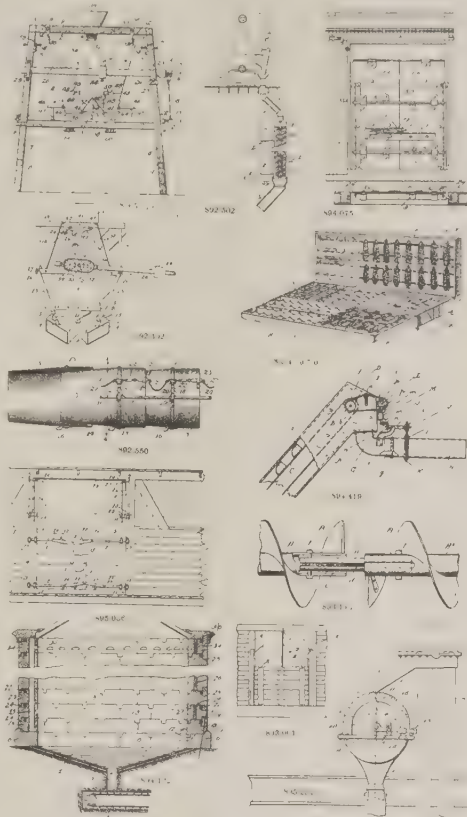
Conveyor Chute.—John Ream, Osceola, Iowa. Filed March 21, 1908. No. 892,550. See cut.

Grading or Separating Machine.—Albert S. Goss, Portland, Ore. Filed March 26, 1907. No. 892,825.

Issued on July 14, 1908.

Grain Door for Freight Cars.—Thomas J. McLaughlin, Ottawa, Ont., Canada. Filed March 15, 1907. No. 893,001. See cut.

Coupling for Conveyor Shafts.—Frank C. Cald-



well, Chicago, Ill. Filed May 4, 1908. No. 893,143. See cut.

Issued on July 21, 1908.

Grain Car Door.—Neil S. Stalker, Duluth, Minn., assignor of one-half to Frank Crassweller. Filed October 17, 1907. No. 894,075. See cut.

Grain Bin.—Thomas Dougherty, Minneapolis, Minn. Filed November 7, 1907. No. 894,122. See cut.

Issued on July 28, 1908.

Seed Tester and Propagator.—Leslie A. Kaump, Sioux City, Iowa. Filed March 14, 1908. No. 894,211.

Elevator.—Thomas B. Bennett and Chas. P. Smith, Flanagan, Ill. Filed January 28, 1908. No. 894,419. See cut.

Issued on August 4, 1908.

Seed Testing Apparatus.—David W. Miner, Fairfield, Iowa. Filed January 25, 1908. No. 894,970. See cut.

Grain Car Door.—Orvis Nelson, Minneapolis, Minn. Filed March 14, 1906. No. 895,036. See cut.

Automatic Weighing Machine.—Edward D. Carter, Brenham, Tex. Filed March 29, 1907. No. 895,160. See cut.

Grain Meter.—John S. Blakely, Wellington, Kan. Filed December 6, 1907. No. 895,234. See cut.

The first car of new rye reached Minneapolis from Ottawa, Minn., on July 26.

It is reported officially that out of every 15 bushels of wheat harvested in Roumania 8½ bushels are produced on large estates, and 6½ bushels on farms or estates of less than 250 acres.

600,000 BUSHEL
OF WHEAT

Choice No. 2 Red

Formerly stored in

ARMOUR'S ELEVATORS

At 16th Street and Stewart Avenue

CHICAGO

For Sale by the

CHICAGO HOUSE WRECKING CO.

The majority of this wheat is dry and in good condition. We purchased it outright, and must make immediate removal from the elevator. In consequence we will

Cut the Market Price
25 to 50 Per Cent

depending on the grade and rapidity of purchase. It will run from No. 1 milling down to feed stuff. It will be sold in car lots only as fast as loaded and inspected.

Sale will continue until every bushel has been disposed of. Our business is one of action, and if you're "with us" you can make a lot of money.

Our representatives will be at the Armour elevator to show prospective buyers. We can load cars while you wait. You can see it loaded and buy on the spot. That's the only way we'll sell the wheat.

Stewart avenue is the first street west of the river. Take any car to 18th street, transfer west to Stewart avenue and walk two blocks north.

Chicago House Wrecking Co.

Main Office, 35th and Iron St., CHICAGO

Telephone Yards 1900

Branch Office

Armour Elevator "F," Stewart Ave. and 16th St.
Branch Telephone Canal 353

FIRES-CASUALTIES

The Farmers' Elevator, at Tolley, N. D., has been burned.

Lightning recently caused a fire in the elevator at Erie, N. D.

Miller & Adams' Elevator, at Beloit, Wis., was burned on August 6, the loss being \$6,000.

Incendiaries fired the building of the Hillsboro Grain & Elevator Co., at Hillsboro, Tex., on July 30.

Wm. P. Jochem's Elevator, at Cedarburg, Wis., was totally destroyed by fire in the latter part of July.

The South Park Grain Co. sustained the loss of their elevator "Burlington El," at St. Joseph, Mo., on July 7.

The Cargill Elevator at Howard, S. D., was struck by lightning recently but not seriously damaged.

The Central Grain & Elevator Co.'s plant at Oklahoma City, Okla., was damaged by fire on August 11.

The hay and grain storehouse, at Gaskins City, Ill., was destroyed by fire on July 27. The loss was \$3,500.

Lightning struck the grain elevator of W. B. Weeks at Scotia, Neb., early in July, causing a loss of \$15,000.

The Columbia Elevator, at Oakland City, Ind., was struck by lightning last month but very little damage resulted.

Flour and grain worth \$2,000 was consumed in the \$20,000 fire in the Bangor (Pa.) Supply Co.'s store on July 17.

The Sym Elevator at Benhoff, N. D., was destroyed by lightning on August 8. The plant was fully insured.

The A. O. Morgan Grain Co.'s plant, at Atlanta, Ga., was destroyed by fire on July 23. The loss was about \$2,000.

Melbride's Elevator at Coburg, Iowa, was burned on August 10. The building and contents were insured for \$4,500.

Ludwig & Grady's elevator at Staley, Ill., was destroyed by fire early in July. It was nearly empty at the time.

The grain and meal depot of F. Meserve, at Newbury, Vt., was destroyed by fire on July 8, with a loss of about \$1,000.

The elevator of the Smith Grain Co., at Stockholm, Sask., was recently destroyed by fire. The loss is estimated at \$5,000.

The Arden, Man., flour mill and elevator was destroyed by fire in the latter part of July, 6,000 bushels of wheat being lost.

Lightning struck the Home Grain Co.'s Elevator at North Topeka, Kan., on August 6, but very little damage was done.

Fire caused \$2,500 damage to Lichtenberg & Son's elevator, Detroit, Mich., on July 26. The loss is fully covered by insurance.

The grain elevator and storehouse of F. C. Hall, at Aurelius, N. Y., was damaged by fire to the extent of \$4,000 on July 16.

The bursting of a bin in Smith Bros.' Elevator, at Lyme Siding, O., on July 20, dumped over 2,000 bushels of wheat into the scale pit and cellar.

The elevator of Lyman Cate at Milford, Mich., was on fire three times during the first week in August, but little damage was done in any instance.

The elevator of J. N. Gordon & Sons, at Summitville, Ind., was destroyed by fire on August 1. The loss was about \$4,000, fully covered by insurance.

J. J. Ramos, a coal and grain dealer of Berkeley, Cal., was seriously injured recently. A 1,000-pound iron door fell upon him when a pulley gave way.

W. D. Kuhn's elevator at Basehor, Kan., was burned on July 17. The building and contents were partly covered by insurance. The cause is unknown.

Carson's Elevator, at Moulton, Ia., was struck by lightning early in July. Considerable damage was done, particularly in the engine room, but no fatalities are reported.

The village of Riga, Minn., was nearly wiped out by fire on July 11. The elevators belonging to J. J. Walker and W. J. Knoblauch were among the buildings destroyed.

The Cargill Elevator, at Delavan, Minn., was burned early in July, the fire threatening the entire town for a time. The structure, which was only a year old, was an entire loss, together with

the machinery and grain. The total loss will be about \$9,000.

W. H. Payne's elevator and wool house at Shaftsbury, Mich., was destroyed by fire on July 14. Sparks from a passing engine were the cause.

A large grain warehouse at Warsaw, Minn., belonging to the Sheffield-King Milling Co. of Fari-bault, Minn., was destroyed by fire on August 3. The loss was about \$4,000.

The elevator of A. C. Stahlke, at Mayer, Minn., was totally destroyed by fire on July 23. The loss is \$2,200, fully covered by insurance. Mr. Stahlke has not yet determined upon rebuilding.

The Farmers' Elevator at Danvers, Ill., was destroyed by fire on July 27. The building was erected five years ago at a cost of \$12,000. The loss on building and contents will be heavy.

The grain elevator of Jos. W. Witt, at Lebanon, Ind., was destroyed by a fire, supposedly of incendiary origin, last month. The loss on the elevator, machinery and grain was about \$8,000.

The feed storehouse and elevator of Crow & Williams, at Ossining, N. Y., was destroyed by fire on July 17. Walter Fisher, an old employee of the firm, lost his life. The property loss is estimated at \$50,000.

An incendiary fire wiped out the Monarch, Cargill and Hammer-Halverson-Beier Elevators, at Cooperstown, N. D., on July 17. Only by the greatest effort was the Great Western Elevator nearby saved. The Hammer Elevator contained about 5,000 bushels, and the others a less amount. The loss will total over \$50,000. The Hammer Elevator will rebuild at once, and the others by autumn.

ASPECTS OF WHEAT.

Wheat has been full of surprises and "features." Zahn & Co.'s cartoonist pictures them somewhat in this way:



THEY ALL SEEM TO WANT WINTER WHEAT.

Will they get filled up soon, or will they get over-anxious and boost prices?—Zahn & Co., Red Letter, July 25.



ARGENTINE IS "SOLD OUT."

Uncle Sam is selling "Johnny Bull" now. Just how much we will sell, action of our farmers and size of spring wheat crop will make the price.—Zahn & Co., Aug. 1.



BEARS ON THE RUN.

Government crop report of yesterday showed a lower condition on spring wheat than even the bulls expected.—Zahn & Co., Aug. 8.

ABOUT NEW OATS

A car of oats was received by the Rosenbaum Grain Company on July 17, which graded new standard, but there was some doubt about this, as there was more than a suspicion that they were old oats.

The Armour Grain Company bought nearly all of the new oats received here yesterday, taking all of the best sorts. High prices were paid for the entire list. It is buying the new oats to mix with other oats now en route from country stations, the quality of which grain is as yet undetermined. The whole will be blended into contract and delivered in settlement of July trade. The quality of all of the new oats yet appearing is very good, but the purchase of the best cars arriving is an extra safeguard of the blenders in case grain now arriving at country stations fails to keep up with that of the first shipments. There were 20 cars of new here yesterday and 2 of old and new mixed.—Record-Herald, July 25.

New Oats from Illinois are arriving slowly. We had the first car last week, but sufficient quantity has appeared to show that the quality is fine, and, in this respect, above the average. Dealers should impress upon growers that buyers in the Central, and especially in the Eastern markets, cheerfully pay 3 to 5 cents per bushel more for old oats than they will pay for new when it comes to the consumer. Western buyers of new oats should keep this fact in mind, though this year the scarcity of old oats may force the consumer to use new sooner than usual. All are in sharp demand.—Pope & Eckhardt Co., July 21.

E. D. Vorhes, Webster City, Iowa, under date July 25, wrote Rumsey & Co. substantially as follows: "I am mailing you a sample of oats which I have had drying for a week, it being shelled out of a sample which I picked about ten days ago from the field about the time the grain was cut and shocked. It is of the early varieties of oats and is to show you one special point that can be counted upon at this date as a settled fact, and that is the excellent quality of the oats this season as far as the weight of the grain is concerned. The weather conditions may change the color more or less hereafter and it will take the test of the threshing machine to determine the yield.

"The early oats were about all cut and in the shock one week ago. The medium-late oats are now about in the shock and some of the late oats are being cut. This sample will illustrate the point of quality which I call your attention to practically for all the oats which have been harvested up to this date. I have been watching the development of this oat crop closely, not from the street corners, but in the fields. I am not fully decided upon the outcome of the late oats as yet, but I am sure of the outcome of the early oats. Last season a wagon box of 50 to 52 bushels' capacity would weigh out, when filled, something like 40 to 45 bushels. I am sure the same capacity boxes will weigh out 58 to 65 bushels of these oats. You will observe that this grain is rather small as to size of kernel. This variety is naturally so, but the shell is full of meat and the grain is heavy.

"There will be many millions of contract grade oats in Iowa this season. Rains may stain the grain, but the foundation is all right, so that all that is necessary is a little 'shine' to be put on and you have the article.

"Thousands of bushels have been contracted for next week delivery in this section. The fancy prices ruling is the cause of the unusual activity. There seems to be considerable of a stir for the empty cars, orders being placed ahead for quick shipments.

"Brushy is not far from Fort Dodge, from which place you have been getting some very bad reports on the condition of the crops. I have good reasons for expecting much more and better grain from that station than last season. I have not been able so far to find reasons for concluding that this oat crop was a failure or worse than last year or only a half crop or that it was ruined by rust or blight or hot weather, etc. It may be that after this campaign of 'wind-work' passes some good yields of good quality oats may be found ready for public consumption. Anyone who did not furnish his share of poor crop dope would be hooted off the stage if he gave anything else. Farmers joined in the chorus; some of them because they liked to be heard, and some because they wanted to be popular, and some of them to further their own interests. It may take a week or two yet for this excitement to cool off, or in the meantime some other elements to interpose themselves to give the excitement a fresh start. But it would seem that it would exhaust itself pretty soon."

CROP REPORTS

The corn crop of Oklahoma promises to be a large one, the yield being estimated at 150,000,000 bushels.

Iowa's corn crop is expected to total over 300,000,000 bushels, a gain of about 50,000,000 bushels over last year.

In New York heavy rains at harvest time greatly injured the wheat crop. Oats are in good shape, and the corn crop promises an extra heavy yield.

The Wisconsin crop situation is summarized as follows: Winter wheat, 91½; spring wheat, 95; winter rye, 98½; spring rye, 96; oats, 97½; barley, 95; corn, 85; hay, 105.

A normal wheat crop is predicted for Eastern Washington. The indications point to a total of about 30,000,000 bushels from the twelve eastern counties centering about Spokane.

Michigan crops are reported in good condition, over 90 per cent in practically every case. Hay has been harvested in fine condition, and the wheat yield will be around 15,000,000 bushels.

The Kansas winter wheat yield is estimated at about 75,000,000 bushels, as compared with the 73,000,000 bushels reported by the State Board of Agriculture for last year. Indications point to a banner year in oats.

Rains the first week in August materially aided Nebraska's corn crop, which is now estimated at 300,000,000 bushels, considerably over the average yield. Oats about average yield; alfalfa is in excess of any previous year.

Crops in Illinois are below the general average. Corn and oats do not compare with last year's yield. In some localities corn is two weeks behind. In the central part of the state the oats yield is almost a failure.

The Minnesota wheat yield will be good, but not above normal. Crop experts estimate the yield at about 60,000,000 bushels. The crop is safe, although drouth and rust have somewhat reduced the yield. Barley is all cut and oats harvesting about finished.

The Kentucky crop report for July indicates poor yields in that state. Rust attacked both the wheat and oats, and not much better than a 50 per cent crop is expected. The hay crop is less than the average. Corn alone is promising with a predicted 87 per cent yield.

The Missouri corn crop is more irregular than for years, and over two weeks behind. It will be materially less than the average. The condition is given as 74, as against 83 for a year ago, when the crop turned out 232,000,000 bushels. The wheat is estimated at 21,500,000 bushels compared with 29,000,000 last year, and of poorer quality. Oats are the lightest in years.

The government report for August 7 gives the condition of corn on August 1 as 82.5 per cent of a normal, as compared with 82.8 last month, and 83.1 the ten-year average on August 1. Comparisons for important corn states are as follows:

States.	Aug. 1, 1908.	Ten-Year Average.	Per Cent of U. S. Acreage in State.
Illinois	77	83	9.2
Iowa	83	85	9.0
Texas	86	78	7.8
Missouri	74	81	7.5
Nebraska	86	82	7.5
Kansas	76	77	6.9
Oklahoma	80	84	4.9
Indiana	75	86	4.5
Georgia	89	86	4.5
Ohio	85	86	3.4
Kentucky	83	85	3.3
Tennessee	84	84	3.0
Alabama	87	87	3.0
North Carolina	91	87	2.8
Arkansas	79	83	2.6
Mississippi	86	80	2.6
United States	82.5	83.1	100.0

Preliminary returns indicate a yield of winter wheat of about 14.3 bushels per acre, or a total of 425,940,000 bushels, which compares with 14.6 bushels and 409,442,000 bushels, respectively, the final estimates of last year's crop. The average quality of the crop is 90.1, against 90.5 last year. Comparisons for important winter wheat states are as follows:

—1908 (Preliminary)—				1907.	
States.	Yield per Acre.	Production, Bushels.	Quality, P. C.	Pro- duction, Bushels.	Quality, P. C.
Kansas	12.8	74,010,000	97	63,788,000	95
Indiana	16.6	45,169,000	95	34,013,000	91
Illinois	13.0	30,212,000	91	40,104,000	90
Nebraska	17.8	40,317,000	90	42,047,000	84
Missouri	10.0	22,260,000	84	29,212,000	90
Ohio	16.0	33,328,000	90	30,677,000	94
Pennsylvania	18.5	29,415,000	94	30,095,000	85
Oklahoma	11.6	15,625,000	85	8,631,000	82
California	14.6	14,410,000	82	20,520,000	86
Texas	11.0	10,164,000	93	2,812,000	96
Michigan	18.0	15,731,000	86	12,731,000	99.1
United States	14.3	425,940,000	99.1	409,442,000	

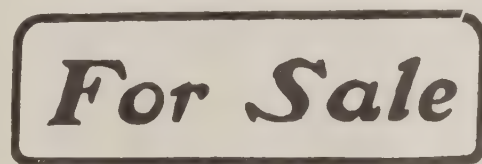
The average condition of spring wheat on August 1 was 80.7 per cent of a normal, as compared with 89.4 a month ago, 79.4 on August 1, 1907, 86.9 on August 1, 1906, and 82.7 the ten-year average on August 1. Comparisons for important spring wheat states are as follows:

States.	Aug. 1, 1908.	Ten-Year Average.	Per Cent of U. S. Acreage in State.
North Dakota	75	80	33.1
Minnesota	86	84	30.3
South Dakota	90	82	16.7
Washington	60	88	5.7
United States	80.7	82.7	100.0

The condition of the oats crop on August 1 was 76.8 per cent of a normal, as compared with 85.7 last month, 75.6 on August 1, 1907, 82.8 on August 1, 1906, and 83.8 the ten-year average on August 1. Comparisons for important oats states are as follows:

States.	Aug. 1, 1908.	Ten-Year Average.	Per Cent of U. S. Acreage in State.
Iowa	79	86	14.4
Illinois	58	81	12.6
Minnesota	58	88	8.5
Nebraska	80	81	8.1
Wisconsin	90	88	7.4
Indiana	58	85	5.3
Ohio	70	88	4.9
Michigan	85	90	4.5
North Dakota	73	82	4.4
South Dakota	87	89	4.3
New York	90	90	3.8
Pennsylvania	86	88	3.2
Kansas	72	66	3.1
Missouri	64	75	2.0
United States	76.8	83.8	100.0

The proportion of the oats crop of last year in the hands of farmers on August 1 is estimated at 5.0 per cent, equivalent to 38,000,000 bushels, as compared with 7.1 per cent and 68,000,000 bushels, respectively, the corresponding figures of a year ago. In Iowa stocks are 6,566,000 bushels less, and in Illinois 2,806,000 bushels less, than a year ago.—The average condition of barley on August 1 was 83.1 per cent of a normal, as compared with 86.2 last month, 84.5 on August 1, 1907, 90.3 on August 1, 1906, and 85.7 the ten-year average on August 1. The condition on August 1 in the most important states was: Minnesota, 87; California, 78; North Dakota, 74; South Dakota, 90; Wisconsin, 92.—The condition of rye on August 1, or at time of harvest, was 88.3 per cent of a normal, as compared with 91.2 on July 1, 1908, 88.9 on August 1, 1907, 90.8 on August 1, 1906, and 88.4 the ten-year average at time of harvest.—The condition of flax on August 1 was 86.1, as compared with 92.5 on July 1, 1908, 91.9 on August 1, 1907, 92.2 on August 1, 1906, and 88.0 the average on August 1 for five years.—Preliminary estimate of the acreage of hay is 1.2 per cent more than last year, indicating a total of 44,538,000 acres. The condition of the hay crop on August 1 was 92.1, as compared with 92.6 last month, about 87 on August 1, 1907, and a ten-year average on August 1 of approximately 88.



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Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

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Two J. Mohr & Sons 85-horsepower boilers in good condition. Address

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FOR SALE.

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Miscellaneous & Notices

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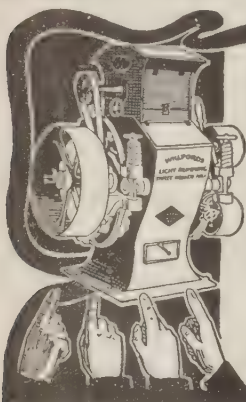
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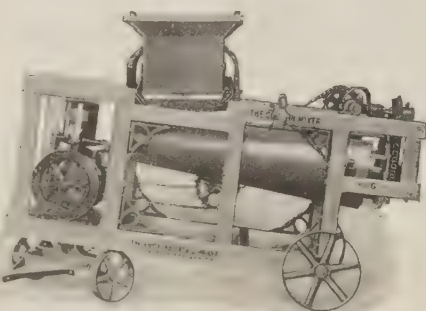
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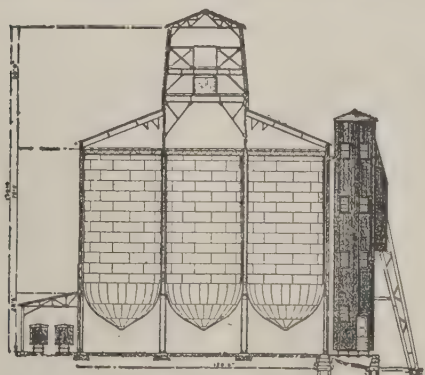
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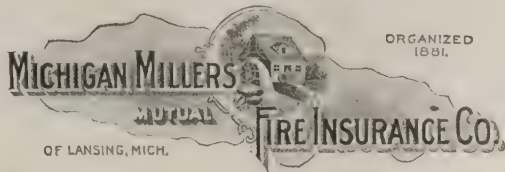
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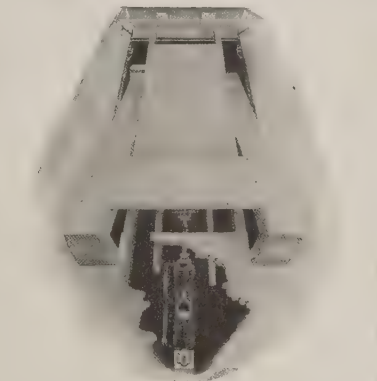
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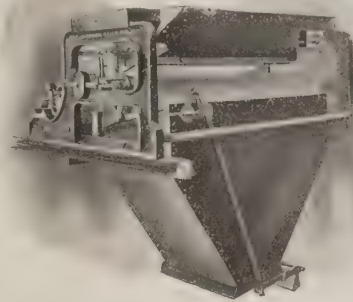
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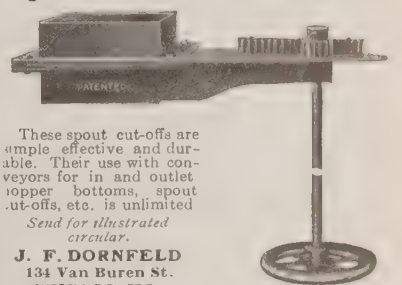


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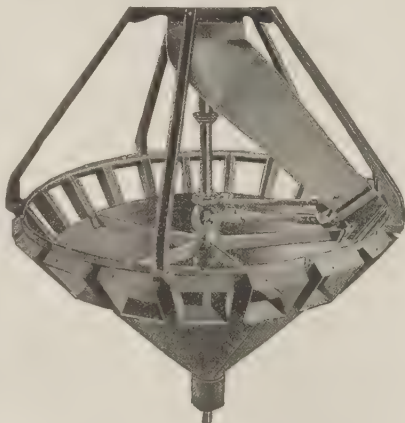
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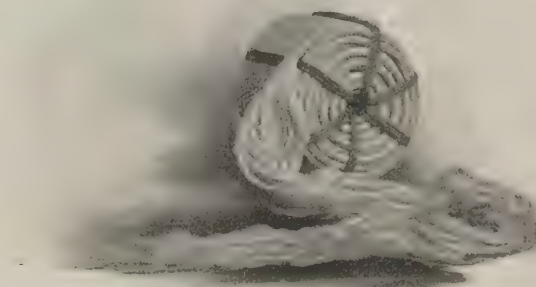
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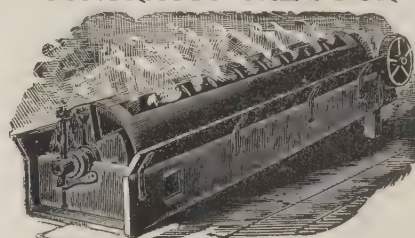
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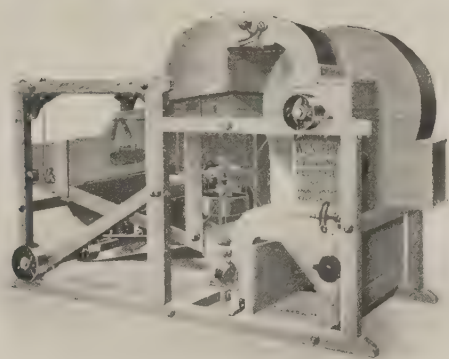
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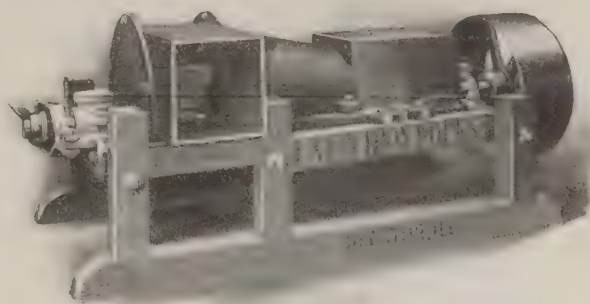
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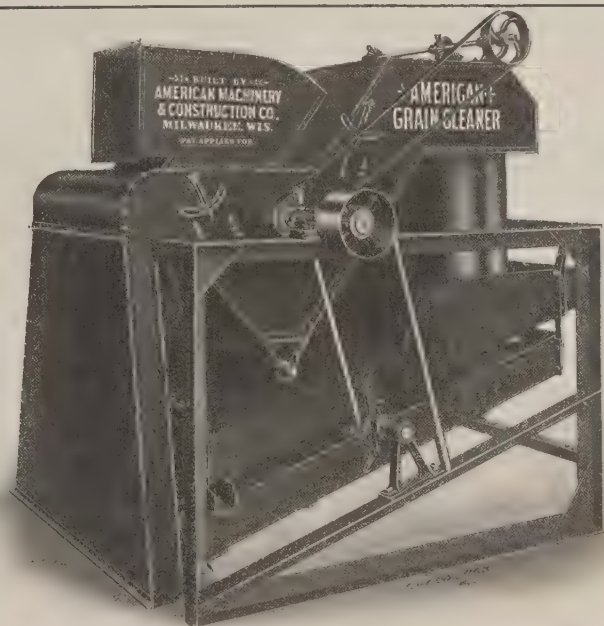
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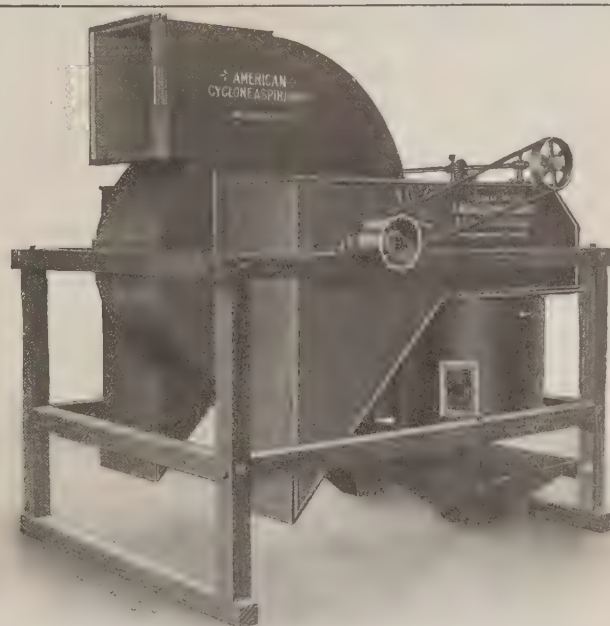


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HAS a much larger screening surface than any other machine rated with an equal capacity. Each one of the two shakers is provided with both main and sand screens.

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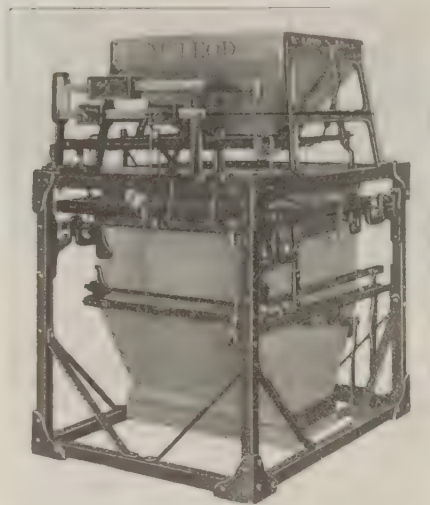
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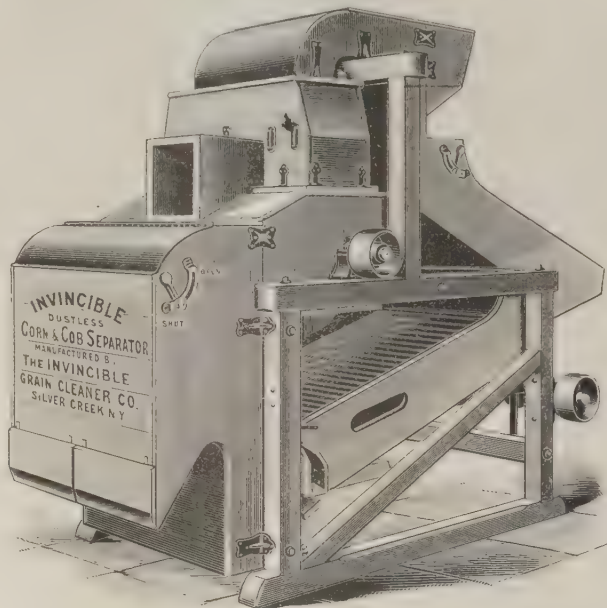
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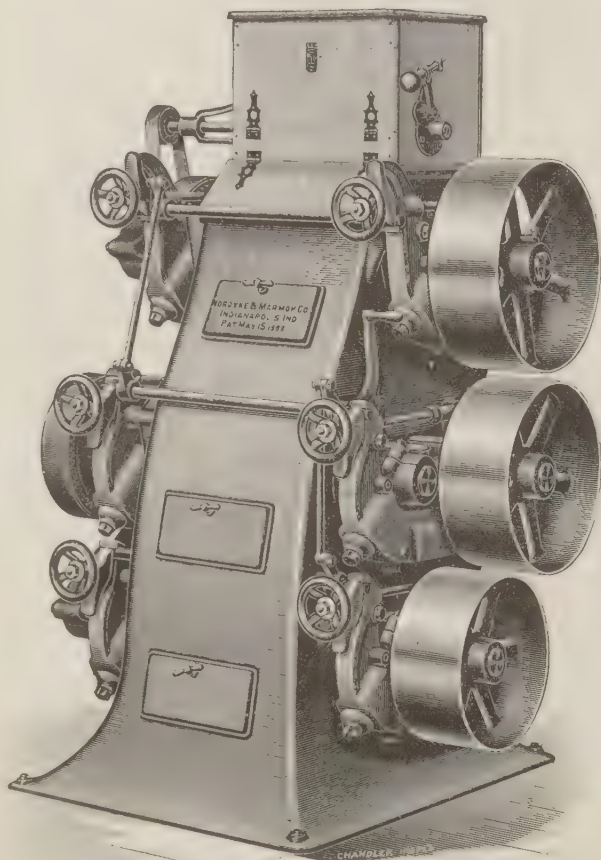


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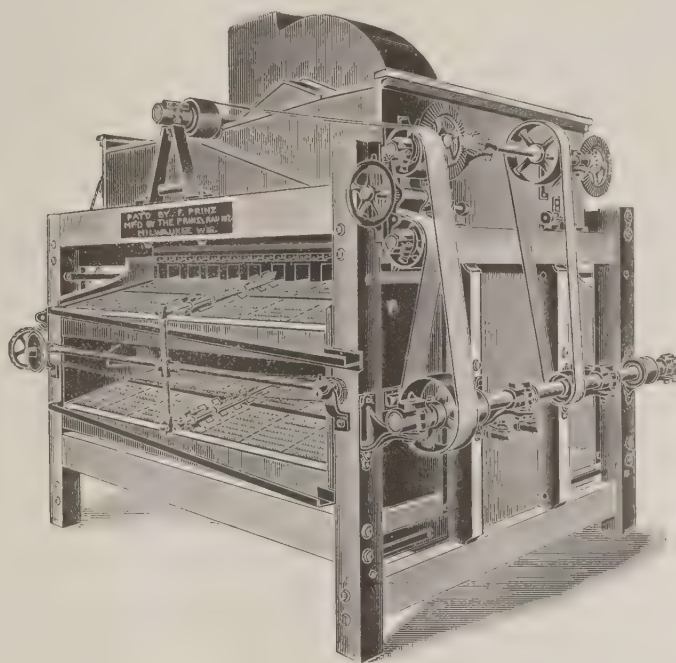
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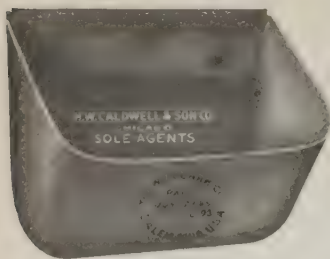
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Screw Conveyors



Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

Helicoid conveyor is well adapted to the handling of grain and all milling products; cotton seed and cotton seed products, fertilizers, sugar, starch, rice, coal, ashes, cement, concrete, phosphate, sawdust, and many other articles.

Helicoid costs no more than other conveyors.

H. W. Caldwell & Son Co.

CHICAGO, Western Ave., 17th-18th St.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street.

Our New Location

Owing to the erection of the new Chicago & North-Western station, we have moved this month from our old place at 53 South Canal St., Chicago, which we have occupied since the Chicago Fire, and are now in our new and, we trust, permanent location at 250-254 South Clinton St., Chicago.

Here we have over 70,000 square feet of floor space for our grain elevator and flour mill machinery, and improved facilities in every way for taking care of our large business.

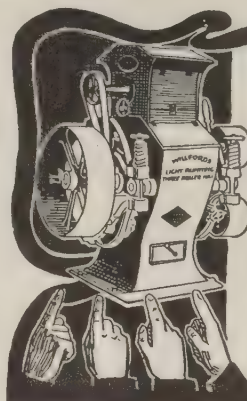
In all we have six floors for our special and second-hand machines, and we invite you to write or wire us when you are in the market for grain elevator or mill supplies of any description.

Patrons will be served even more promptly and satisfactorily than in our old place on Canal St.

B. F. GUMP CO.,

Mill Furnishers and Grain Elevator Supplies,

250-254 SOUTH CLINTON ST., CHICAGO



4 GOOD POINTERS

ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
303 3d St. South, MINNEAPOLIS, MINN.

Do You Buy Supplies? Do You Make Repairs?

You certainly do both.
Our business is to furnish these Supplies and to do Repair Work.
We always have a most complete stock of

**ELEVATOR AND
MILL SUPPLIES**

Power and Transmission Machinery

We do all kinds of repairing
and employ expert mechanics to

Repair Gasoline Engines

We Ask Your Patronage. Write Us.

Globe Machinery & Supply Co.

DES MOINES, IOWA

LEWIS GAS ENGINES

ALWAYS FILL THE BILL

Starts without cranking. Patented features make it more durable, smoother running, easier working than ordinary engines. Automatically adjusts itself—a light impulse for light work—powerful impulse for heavy load—saving fuel, wear and tear. Sold for twenty years. Thousands in use. Tell us what you will use it for, and we will recommend size and give price.

WRITE TO-DAY

J. Thompson & Sons Mfg. Co.

Dept. 11, BELOIT, WISCONSIN

Marseilles Portable Grain Elevator and Wagon Dump

SAVES MONEY IN BIG CHUNKS
Because

It saves 20 to 30 minutes' time unloading every wagon, and all manual labor.

Think what that means to the man that hires men and teams and the man behind the "scoop" shovel

It unloads the largest wagons in 2 to 5 minutes

Handles ear corn, wheat, shelled corn, any kind of grain, sugar beets, or anything that can be handled with a "scoop."

Two men can set it up or take it down. A boy can operate it

Let Us Show You Why
They are Superior to Others

Send for
Catalogue "K"

FURNISHED MOUNTED ON TRUCKS WHEN DESIRED. Also with or without Horizontal Top-Conveyor, or Swiveled Flexible-Telescoping Delivery Spout. We can furnish any length or style of outfit, to meet any requirement. We also make a full line of Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Pump Jacks, etc.

MARSEILLES MANUFACTURING COMPANY, Marseilles, Ill.

Branch Houses and General Agencies at
Principal Distributing Cities

Address
Dept. 7

The
**ELEVATOR
ENGINES**

From 3 to 30 H P.,
any style.
Write for special price.

ROCKFORD ENGINE WORKS
Rockford, Ill., U.S.A.

The Engine that
will please you

NEAT—NOBBY—HANDY

Mention this paper.

**TRIUMPH
POWER
CORN SHELLER**

**CO. BARTLETT
& Co.**

CLEVELAND O.

**TRIUMPH
POWER
CORN SHELLER**

**CO. BARTLETT
& Co.**

CLEVELAND O.



ARE YOU PREPARED TO HANDLE THE NEW CROP

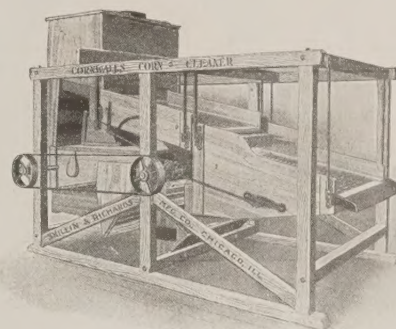
The Victor Corn Sheller and Cornwall Corn Cleaner are standard machines of their class. These machines will enable you to handle the crop to best advantage.

For efficiency, capacity, strength and durability they have no equal.

They possess valuable features possessed by no other shellers and cleaners.

We also make other shellers and cleaners and a complete line of Feed Mills, Separators and Elevator Supplies.

Send for latest circulars.

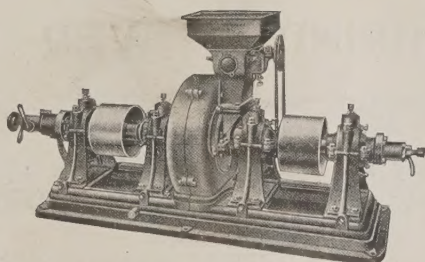


BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies

MOLINE, ILL.

**Order
One
Now**



Monarch Attrition Mills

are in big demand this time of year and if you want to get your share of the feed grinding business you should place your order at once. The Monarch way of grinding feed is the most progressive one and the Monarch mill is the most successful feed grinder of its class. Hundreds of elevator owners have installed Monarch Mills and are making money grinding feed. Why not you? Send for

OUR NEW CATALOGUE

and learn all about the scientific grinding of feed. It treats the subject from a new standpoint and also tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

SPROUT, WALDRON & CO.

John Williams Taylor, Southwestern Agent,
491 Pacific Ave., DALLAS, TEXAS

Box 320, Muncy, Pa.



The "Eureka" Corn and Wheat Dryer and Cooler



Dries the grain uniformly and extracts any percentage of moisture desired.

Most economical, dries continuously, inexpensive to adopt.

Cools hot grain.

Built in capacities of five bushels to any quantity.

Satisfactory Results Guaranteed

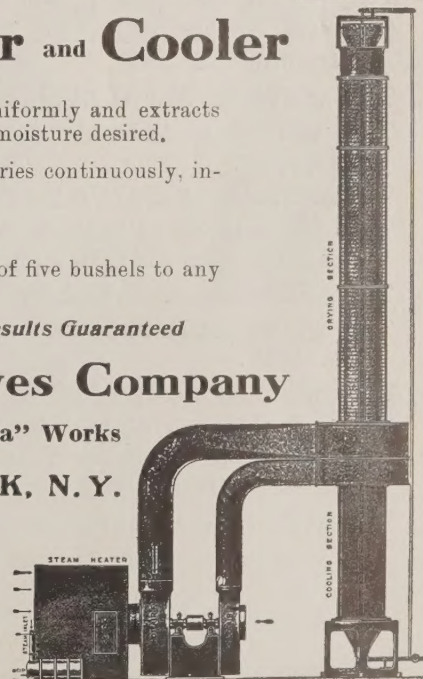
The S. Howes Company

"Eureka" Works

SILVER CREEK, N. Y.

"Eureka"

Grain Cleaners
Oat Clippers
Feed Packers



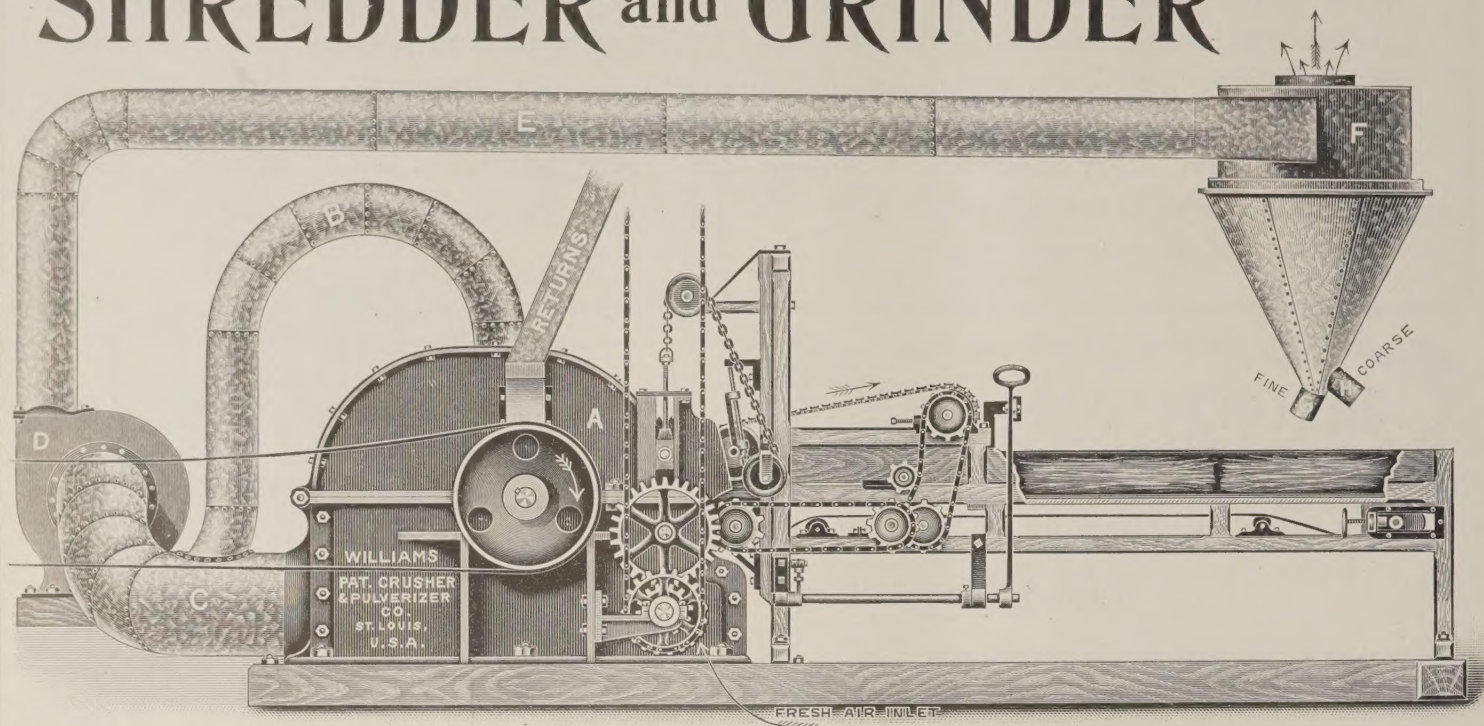
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WILLIAMS PATENT COMBINED HAY AND STRAW CUTTER SHREDDER and GRINDER

Made in 6 Sizes



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.

They will reduce ALFALFA HAY from the BALE or from the STACKS.

They will reduce ALFALFA HAY and EAR CORN together.

They will reduce ALFALFA HAY and SHELLED CORN together.

They will reduce ALFALFA HAY and OATS together.

They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.

They will reduce ALFALFA HAY and PEA VINES.

They will reduce EAR CORN ALONE or SHELLED CORN ALONE.

They will reduce OATS ALONE.

They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.

They will reduce GREEN CORN from the field.

They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.

They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.

They are COB CRUSHERS when desired.

They will reduce COARSE OR FINE by changing cages.

They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.

They produce two grades of goods AT THE SAME TIME, coarse and fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.

They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

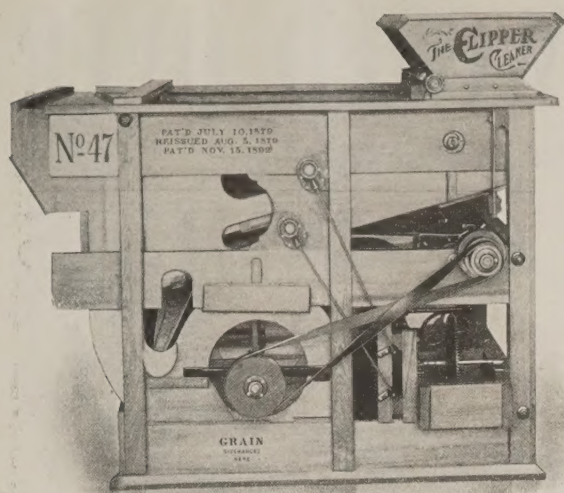
For Further Information
Write for BULLETIN NO. 7

Oklahoma Representative: Chas. A. Tappan, 217 W. Reno St., P. B. 1268C, Oklahoma City, Okla.
Seattle, Wash., 456 Empire Bldg.

Los Angeles, Cal., 1531 Maines Ave.

Write for Catalog of the Noxon
Automatic Hay, Meal and All Around Feeder.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
ST. LOUIS, MO., U. S. A.



The No. 47 Clipper Cleaner

is unequalled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with

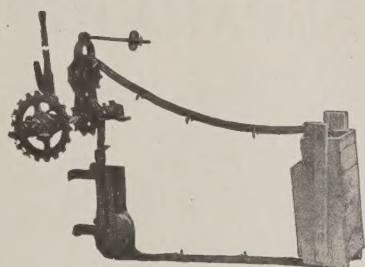
one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw, W.S., Mich.

Have you seen our plans for

DEEP STORAGE

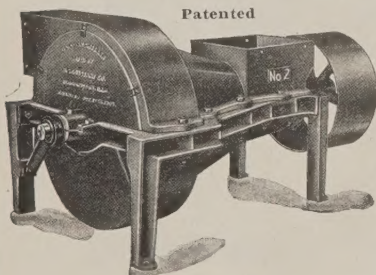
annex, in which you can handle all kinds of grain with one conveyor? Any capacity



(B. S. C. Chain Feeder and Conveyor)



(No. 26-77 B. S. C. Chain for Ear Corn)



Patented

No. 2

(United States Corn Sheller)

desired to the Boot, or

U. S. CORN SHELLER

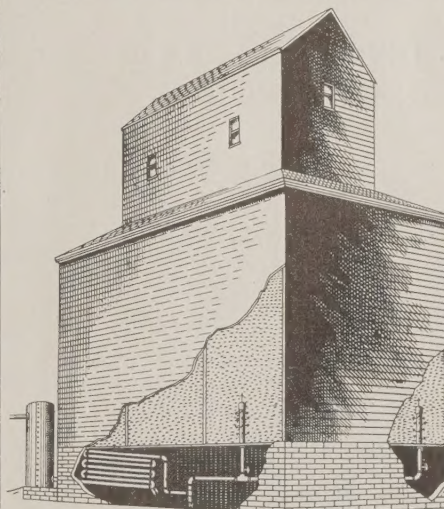
another money saver. No steel tank or pit; no lower hoppering; quickest installed; cheapest repaired; less space and power; positive feed and adjustment; shells clean; capacity as rated; made rights and lefts, over or under discharge to suit your location. Which shall it be?

Sold by all Responsible Elevator Builders

B. S. CONSTANT CO., Bloomington, Ill.

Johnson's Grain Dryer and Renovator

A Pneumatic Process for Cooling and Drying Grain Without the Use of Heat or Chemicals.



Piper City, Ill., Feb. 3, '08
E. G. Isch & Co.,
Peoria, Ill.

Gentlemen—Yours of the 30th inst. to hand, and in reply will say that we know that the dryer is a good thing, as it has made us money so far. We have the elevator almost full of wet corn that we have no fear now of keeping until we get it dried out. Before the dryer was put in we were afraid to handle this crop. We would not be without it or hesitate recommending it to all grain dealers. We remain

Very truly yours,
Geo. D. Montelius & Co.

The Johnson Dryer and Renovator

may be installed in any Elevator, Corn Crib, Oat or Wheat Bin, Car, Boat, Steel or Cement Tanks or any Grain Receptacle. It can be placed in basement, engine room or elsewhere and will not increase your insurance.

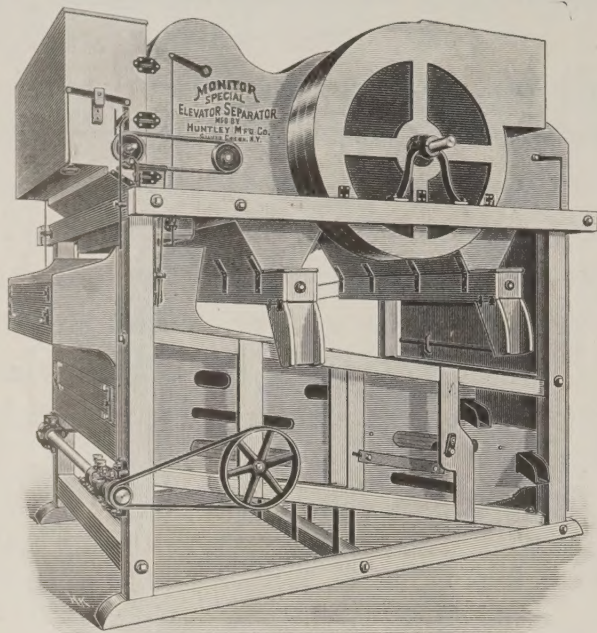
It will make you money.

E. G. ISCH & CO., Manufacturers
PEORIA, ILL.

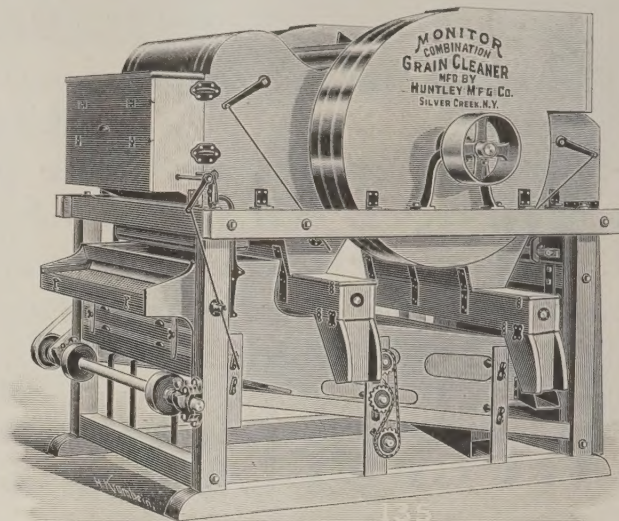
WELL KNOWN THE WORLD OVER

As the One Distinctly Original Type of Successful Grain Cleaners

MONITOR GRAIN CLEANERS



THE MONITOR SPECIAL SEPARATOR

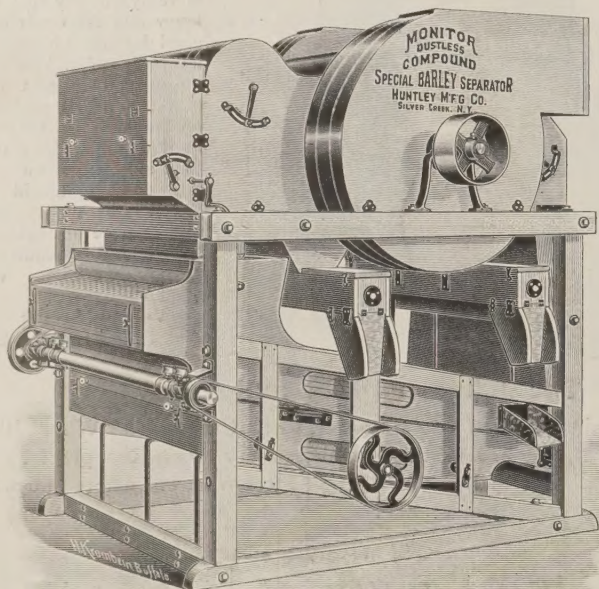


THE MONITOR COMBINATION GRAIN CLEANER

ALL OF THESE SEPARATORS

have recently patented improvements that place them far in advance of any other make of cleaners.

Automatic Disc-Oiling Eccentrics, a different scheme of oiling than other manufacturers use — it's simple and dependable.



THE MONITOR BARLEY SEPARATOR

Our Patented Air-Equalizing Device makes possible a class of air separations no cleaner on the market can equal.

Deep Reservoir Ring-Oiling Bearings, different and better than any other grain cleaner is supplied with.

Counterbalanced Drive. All machines have Perfected Shaker Motion.

Automatic Sieve Cleaners, working underneath the screens.

Huntley Mfg. Co., Silver Creek, N. Y.

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